MICROFILM

START OF ROLL

ROLL NO.
90

Construction Contracts

Begins with #5225
#5225 is continued
from reel 89

17-1034 Smith Hill Slide Correction 1958
Sec.
5225

RECEIVED
DEC 31 1958
FOR FILING

17-1034

5225

Dec. 29, 1958

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Buchanan Excavating Company in connection with Contract No. 5225, for Smith Hill Slide Correction on the Pacific Highway in Josephine County.

This payment, in the amount of $1,404.83, will be released to the contractor on or after Jan. 8, 1959. The retained percentage is $688.08.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em
cc: Ray D. Pollard Agency
21 - 11th Ave. W.
Eugene, Oregon

NOTED ON CARD
em

RECEIVED
DEC 17 1958
FOR FILING

17-1034

5225

December 16, 1958

Mr. John Bostick
990 Williams Road
Eugene, Oregon

Dear Mr. Bostick:

This will acknowledge your letter of December 13, 1958, regarding state highway contract #5225 on the Smith Hill Slide Correction Project in Josephine County.

The total contract amount of this job is $21,949.91. The semi-final estimate is now being processed in our Office Engineering Division, which will be approximately $1,400. This will probably be mailed to the Buchanan Excavating Company, Junction City, within the next few weeks.

This will leave a retained percentage of around $400.00.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:dc

Eugene, Ore
Dec 13, 1958

Oregon State Highway Comm.

Dear Sirs:

Would it be possible for me to get the total amount of Contract # 5225 Too Prefix #17-1034 either paid to Buchanan Excavating Co or to be Paid? Also if it is possible to get the last payment out to Buchanan Excavating Co we would like to close our books on the job Dec 20. I worked this job on a 50% basis although my name wasn't on the Contract.

Yours truly
John Bostick
990 Williams Rd.
Eugene, Ore.

RECEIVED
DEC 15 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. HEAD

RECEIVED
OCT 22 1958
FOR FILING
17-1034
5225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1958

SUBJECT: Smith Hill Slide Correction
Josephine County
Contract No. 5225

To:
Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Mr. Buchanan of the Buchanan Excavating Company, contractor on the subject named project, called on this office yesterday and made a claim for some yardage that was moved on this job that was not in accordance with the plan or typical section shown at the time he bid the job, a specific claim being that on the typical section shown at Station 281 that he was required to move dirt off the face of the old cut slope that was not originally contemplated. He claimed that this dirt cost him more to move due to the fact that it had to be handled twice.

I have shown on the plan sheet accompanying this letter the approximate line to which he said removal was necessary. It appears that if his statement is true and excavation was required in this manner, that he would be due some additional compensation. He represented that it was 1,448 cubic yards that was removed in this area, and he furnished us with a statement of equipment time and labor involved in doing this work.

He was asking for a dollar a yard total price, or 61 cents over his bid price for this additional work. However, by extension of his time and labor costs, it figures that the material cost him 75 cents a yard to move with a 20 per cent allowance for overhead.

The semi-final estimate has not been received by this office for this job and I believe that you should contact Mr. Buchanan and work out a price agreement along this line for him if the facts, as stated by him, are true. The price agreement should reflect the difference in the contractors bid price and the agreed on price for the yardage involved.

NOTED
FORREST COOPER

LOS ANGELES
OCT 23 1958
RECEIVED

I am attaching hereto rough copies of labor and equipment time as given me by the contractor and as worked out by our Cost Section.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Forrest Cooper

RECEIVED
OCT 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

17-1034

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Smith Hill Slide Correction

Highway Pacific County Josephine

Contractor Buchanan Excavating Company

Date of contract June 19th, 19 58

Date work started June 30th, 19 58

Project authorization . . . . . $ 28,150.31

Exclusive of engineering . . . . $ 26,148.51

For Week Ending September 12th, 19 58

Kind of work Slide Correction

Section prefix 17-1034

Contract number 5225

Specified work days 60

Work days used 49

Per cent of time elapsed 83 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 26,148.51

Estimated per cent overrun or underrun . . . . . %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 2,001.80

Engineering cost to date $ 2,050, 102.4 %

Date project was completed September 8th, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed all work on this project on Monday of this week.

Mr. chandler looks over job on Tuesday and O.K.s work as complete.

Field party remeasures excavation work on slide areas.

Final Report -

Noted
M. N. Juve

NOTED
FORREST COOPER

NOTED
C. E. PAULSEN

CONSTRUCTION DIVISION
RECEIVED
SEP 15 1958
NOTED-- CE ACE ACE DOE

Signed .....

Address Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	46,550				
Total quantities corrected to date	44,500				
Estimated quantities moved or placed to date	44,500				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	10				
Average force on project for week	3				

Men 2

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Showers		
Wednesday	Fair		
Thursday	Fair		
Friday	Showers		
Saturday			

RECEIVED
SEP 15 1958
FOR FILING

17-1034

5225

5-S
7/31/58

August 1, 1958

Mr. Edward Branchfield
c/o Roberts, Kellington & Branchfield
201-205 U.S. National Bank Building
Medford, Oregon

Dear Mr. Branchfield:

I refer to your letter of May 8, 1958, directed to the attention of Mr. W. C. Williams, State Highway Engineer, concerning the claim of the California Oregon Power Company for its expense in reestablishing its power line necessitated by the improvement of US99 south of Wolf Creek in Josephine County. The Company has requested reimbursement in the sum of $2,492 which represents the actual cost of realigning its power line so as to bypass the Smith Hill slide area. Mr. P. M. Stephenson, Assistant State Highway Engineer, recently wrote you on the subject and advised that the matter would be presented to the State Highway Commission.

This matter was one of those discussed by the State Highway Commission at its meeting in Salem yesterday, July 31. I am pleased to inform you that the Commission authorized payment of the claim. It is now being processed by our accounting division and a warrant will be issued as soon as possible.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:js

cc: Mr. P. M. Stephenson

RECEIVED
JUL 7 1958
FOR FILING

July 30, 1958

Oregon State Highway Commission

Gentlemen:

On June 17, 1958, bids were opened for a project for the removal of material from a slide area known as the Smith Hill slide. This slide is located on the Pacific Highway south of Wolf Creek in Josephine County.

The California Oregon Power Company has a power line on our right of way at the site which is affected by the slide. When the highway was improved in 1945 the power line was on private right of way. When the Highway Department acquired this right of way an agreement was made with the power company permitting it to remain on our right of way.

Now it is necessary for the power line to be moved to a new location to protect the line and bypass the slide area. The California Oregon Power Company has filed a claim for the cost of this revision to its lines. It is the opinion of our Legal Department that the cost of the power-line realignment is an obligation of the State Highway Department.

It is recommended that the California Oregon Power Company be reimbursed for the actual cost of realignment of the power line bypassing the slide area. The estimated cost is $2,492.

Very truly yours,

M. C. Williams
State Highway Engineer

cc Mr. P. M. Stephenson
Mr. C. H. Maison

PMS:er fn

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 25, 1958

SUBJECT: Moving Power Poles
Smith Hill Slide

To: P. M. Stephenson
Ass't State Highway Engineer

Replying to your letter of July 14th, and the enclosure which was a demand from the attorneys for the California Oregon Power Company that the entire cost of the relocation of their power poles in the estimated amount of $2,492.00 on the Smith Hill Slide south of Wolf Creek be borne by this Department, the matter has been investigated by Mr. A. L. Chapman and we find as follows.

The power line shown in green on the enclosed sketch was originally constructed about 1928 on an easement from Henry and Rosalie Dassy. This easement, which is recorded in the Josephine County Records in Book 68, Page 513, states that the grantors grant unto the company, its successors and assigns, the right of way and easement to erect, construct, repair, replace, maintain and use from time to time as it or its successors may see fit. Part of this line as shown in pencil from the beginning at pole A4995 was reconstructed in 1945 as a result of some of our work. Our right of way over the same ground was obtained from the State Land Board and the only thing possibly significant in the deed is the reservation to the State of Oregon (persumbably State Land Board) of coal and other minerals in said premises together with the right to prospect and mine them. There was also a reservation for right of way for ditches, canals, and reservoir sites for irrigation purposes which might be constructed.

Two poles, namely A4995 and A4996 were affected by the slide before our repair work was planned. The new line as now construc:ed is shown in red on the enclosed plat and connects between poles A3488 and A3482. It is believed in view of the above circumstances that it is the State's obligation to pay the entire cost of the pole line relocation.

A copy of Mr. Chapman's report is included. It should be noted that there will apparently be no way for the company to service the poles on the west side of the highway after the construction of the proposed freeway.

L. R. Chandler
Ass't Division Engineer

sc

Enc.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

FORM H30—60M—8-56—56684

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
July 22nd., 1958

SUBJECT: Moving Poer Poles
Smith Hill Slide

To: F. D. Morgan
Division Engineer
Roseburg, Oregon

Attention: L. R. Chandler

We enclose herewoth a sketch map of the Smith Hill Slide Area showing the three pole lines constructed by the California Oregon Power Company in this area.

The original line, shown in green, was constructed about 1928 and was all on private property with right of way grant from Henry and Rosalie Dassy as recorded in Vol. 68, Page 613, Josephine County Deed Records.

Part of this line was reconstructed in 1945 when the present Pacific Highway was constructed (this line shown in black on sketch). All of this reconstruction was on property then owned by the State Highway Department, having purchased all of the southwest quarter of Section 26, Twp. 33 S., Range 6 W., W. M. prior to the construction of this section of highway. However about 500 feet of this reconstruction (Pole A4995 to pole A3485) lies along the line of the original pole line construction where the power company had a grant of right of way from ptior owners. Poles No. A4995 and A 4996 were the two poles affected by the slide.

We have shown in red the relocation of a portion of these power lines, work on which has just been completed. I believe the entire relocation was necessary to safely by pass the slide area.

We return the sketch map furnished by the Power Company.

A. L. Chapman
Resident Engineer

MCE RSB 184 7-23-58 10/// 1201A

STEPHENSON

RE YOUR TT 162, CHAPMAN'S REPORT JUST RECEIVED TODAY. OUR RECOMMEND-
ATION TO YOU TODAY

L R CHANDLER

SC PLS ACK

RS

RSB MCE 162 7-23-58 1150A

F D MORGAN

WHAT HAPPENED TO THE REPLY TO MY LTR OF JULY 14 IN REGARD TO THE EXXXXBRXX CALIFORNIA OREGON POWER COMPANY POLES AT THE SMITH HILL SLIDE?

P M STEPHENSON
ASSISTANT STATE HIGHWAY ENGINEER

REPLY REQUESTED

NK

TELETYPE MESSAGE

TO STATION ROSEBURG FROM STATION SALEM NO. 2 DATE JULY 23-58 TIME 11:25

MR. F. D. MORGAN
DIVISION ENGINEER
ROSEBURG, OREGON

WHAT HAPPENED TO THE REPLY TO MY LETTER OF JULY 14 IN REGARD TO THE

CALIFORNIA OREGON POWER COMPANY POLES AT THE SMITH HILL SLIDE?

P. M. STEPHENSON
ASSISTANT STATE HIGHWAY ENGINEER

REPLY REQUESTED (YES)

SIGNED

MCE RSB 191 7-23-58 410P

P M STEPHENSON

NEED MORE INFORMATION CHAPMAN REGARDING MOVING OF POWER LINE ON SMITH HILL SLIDE. THIS WILL DELAY REPORT.

L R CHANDLER

SC

1. Did we order C&P ~~to~~ to move poles? — not yet

2. Did C&P need to move poles on account of slides — yes

3.

~~Curtis Baker~~

Was C&P on private land before they were required to move the first time? If so and we paid for there we would pay for second move

Bought ($N\frac{1}{2}$ $SW\frac{1}{4}$ + S 165' of $NW\frac{1}{4}$) 104.2 A (Filed)
$S\frac{1}{2}$ $SW\frac{1}{4}$ Sec 26, 33 S, 6 W,

LAW OFFICES OF
ROBERTS, KELLINGTON & BRANCHFIELD
201-205 U. S. NATIONAL BANK BLDG.
MEDFORD, OREGON

GEORGE H. ROBERTS
G. W. KELLINGTON
EDW. BRANCHFIELD

July 3, 1958

Re: Slide at Marigold Hill

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams,
State Highway Engineer

Gentlemen:

Under date of May 8, 1958 we wrote to you on behalf of The California Oregon Power Company in connection with the above matter. At that time we advised you of the necessity for the relocation of certain power poles and of the company's claim that the Highway Department is liable for the cost of such relocation. To date we have not heard from you in connection with this matter. Please advise us what action has been taken.

Very truly yours,

Edward Branchfield

Edward Branchfield, for
ROBERTS, KELLINGTON & BRANCHFIELD

EB/ems

RECEIVED
JUL 7 1958
STATE HIGHWAY COMMISSION

LAW OFFICES OF
ROBERTS, KELLINGTON & BRANCHFIELD
201-205 U. S. NATIONAL BANK BLDG.
MEDFORD, OREGON

May 8, 1958

GEORGE M. ROBERTS
G. W. KELLINGTON
EDW. BRANCHFIELD

Cooper

Oregon State Highway Commission
Salem, Oregon

REFERRED TO DeSouza
FOR
G. E. ROHDE

Attention: Mr. W. C. Williams
State Highway Engineer

Gentlemen:

We have been requested by The California Oregon Power Company to advise you of a claim which that company has against the Department. Due to the instability of the highway cut on Highway 99 at Marigold Hill, South of Wolf Creek, it has become necessary for the company to relocate a section of its distribution line to clear the danger area. It appears to us that the Highway Department is liable to the power company for the cost of such relocation, since it became necessary only because of the manner in which the highway cut was made. The effected portion of the power line is located partly upon State Highway property and partly upon private property. The portion of the facilities located on State Highway property is covered by an agreement dated August 27, 1945, and is at highway stations 286 and 288 (poles A-3482 and A-3483). The remainder of the distribution line is located upon a right of way from Henry and Rosalie Dassy, recorded August 29, 1929, in Volume 68 page 513, Deed Records of Josephine County, Oregon. This portion of the line is located at highway station 286 North (poles A-4995, A-4996, A-3485, A-3486, A-3487 and A-3488).

We are enclosing herewith a sketch showing the location of the poles which it has become necessary to relocate. The estimated cost of the relocation is $2,492.00. This approximate amount, less appropriate accrued depreciation, should be reimbursed to The California Oregon Power Company. When the exact cost and appropriate amount of depreciation have been determined, those figures will be given to you.

If you have any questions in regard to this matter we shall be pleased to try to answer them.

RECEIVED
MAY 9 1958
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

Edward Branchfield

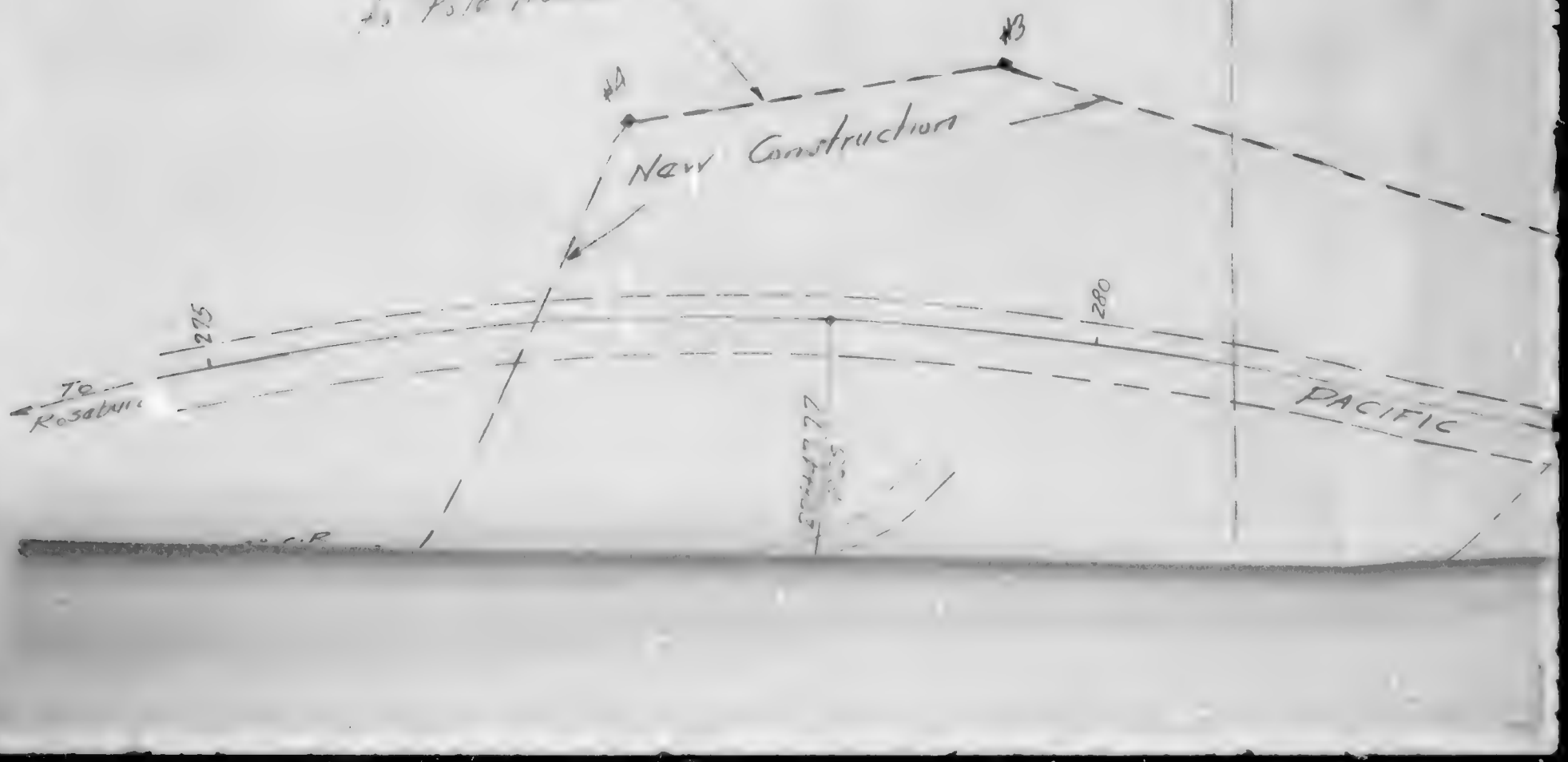
Edward Branchfield
for ROBERTS, KELLINGTON & BRANCHFIELD

EB:ad
encl.

REFERRED TO
Stephenson
BY DEPUTY STATE HIGHWAY ENGINEER

DRAWN BY CCM	RELOCATE A SECTION OF DISTRIBUTION		J. O. GP 1053
TRACED BY	LINE AROUND MUD SLIDE NEAR WOLF CREEK,		J. O. REQ.
CHECKED BY	OREGON		MAP NO. A-12-7
APPROVED BY	SEC. 26 TWP. 33 S RANGE 6 W W M		AREA "A"
SCALE 1" = 400'	SCHOOL DIST. C. U. ROAD DIST. Jos. Co.		RURAL ☒ URBAN ☐
DATE 1-13-58	THE CALIFORNIA OREGON POWER COMPANY		C

Relocation of Pole Line per C.O.P.Co.
DWG MAP No A-12-9 from Pole A3182
to Pole A3198



T.33 S. R. 6 W. M.
SEC. 18

SE 1/4 SW 1/4

C.O.P.C.O. Power Line
H.V. Transmission Line.

8° CL
Δ 70°40'45
T 713.92

400' Spiral
L 200
L 16000

2837+48.66
PSC

#2

#1

PACIFIC

HWY

265

290

Local Service Line

To Grants Pass

Local Service Line

New Construction

275

280

To Roseburg

PACIFIC

22+47.77 P.S.

4° C.R
Δ [illegible]'45"
D 875 19

500' Spiral
T = 0.8

OLD PACIFIC HWY.

Power Line

#5

A3485

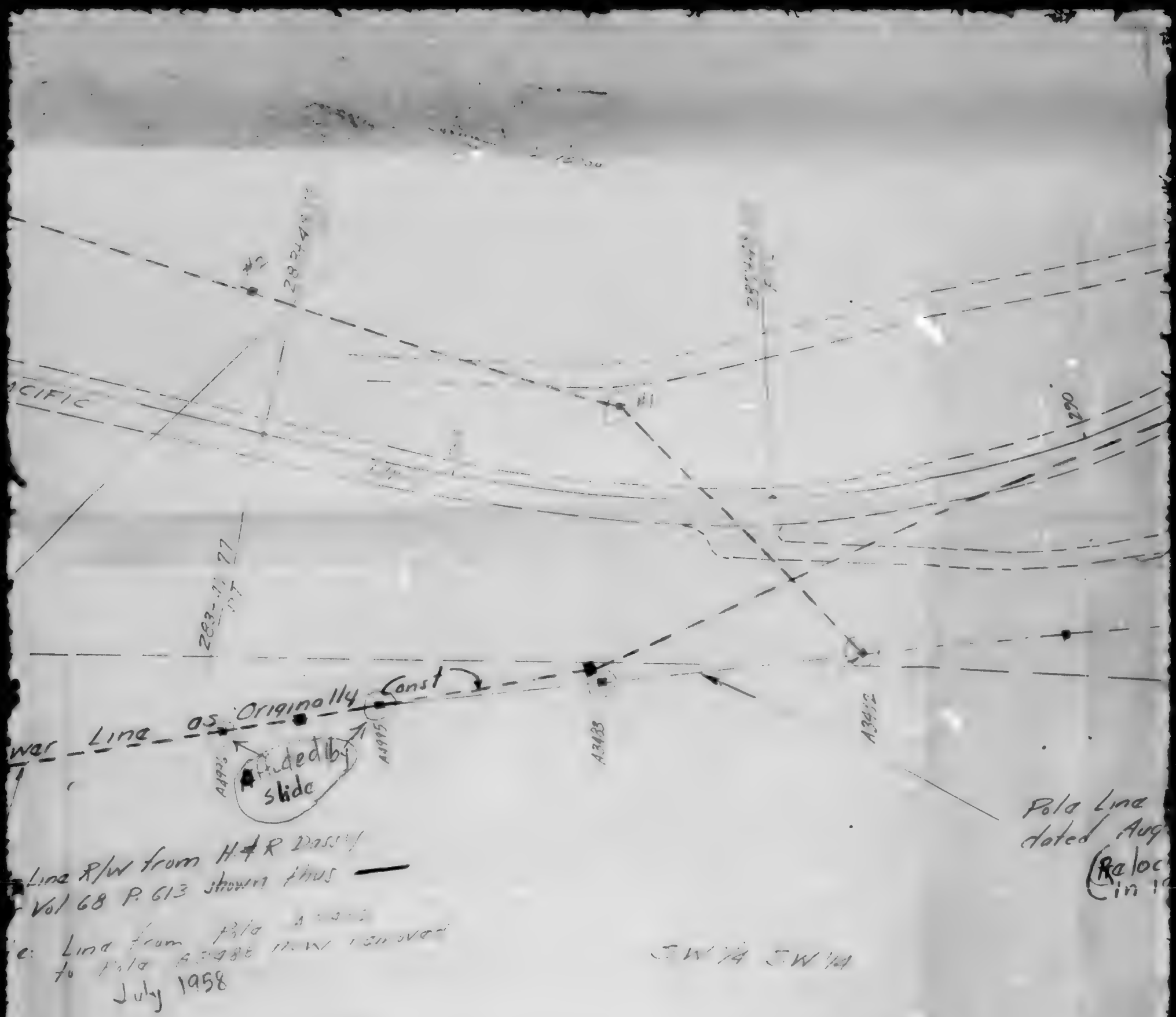
A3487

To Pole A3488

350' To Pole A3488

FAC. TEL. &

NW¼ SW¼



Line R/W from H & R Dassy
Vol 68 P. 613 shown thus —

Line from Pola A 3433 to Pola A 3412 R/W relocated July 1958

SW¼ SW¼

— O. S. H.

Sketch of a portion
adjacent to the Smit
Project, showing Pow
Constructed and as

Scale 1"=100'

July 195

A. L. Chapma
Ass. Eng

PAC. TEL. & TEL CO. AXIAL CABLE

Local Service Line

MACKIN GULCH ROAD

Pole Line location per Agreement
dated Aug. 27 1945 from O.S.H.D.
(Relocated from green line).
(Relocated in 1945.

— O. S. H. D. —

f a portion of the Pacific Hwy
to the Smith Hill Slide Correction
showing Power Pole Line as
d and as Relocated

20'

Josephine County

July 1958
A. L. Chapman
Res. Eng

FORM E-122 SM 4-58

RECEIVED
JUL 23 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

12-1034

5225

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 25, 1958

Buchanan Excavating Co.
Box 187
Junction City, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5225, awarded June 19, 1958,
for Smith Hill Slide Correction Project
on the Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 15 1958
FOR FILING

17-1-54

Salem, Oregon
July 14, 1958

Mr. Frank D. Morgan
Division Engineer
Roseburg, Oregon

Herewith is a copy of a letter from the Attorneys for The California Oregon Power Company, in regard to the moving of power poles at the Smith Hill slide.

Will you kindly give us your version of this situation as soon as possible.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Enclosure

RECEIVED
JUN 24 1958
FOR FILING

17-1-58
5225

June 23, 1958

Buchanan Excavating Company
445 West 6th Street
Junction City, Oregon

Gentlemen:

The State Highway Commission on June 17, 1958, awarded to you State Highway Contract No. 5225 for slide correction on the Smith Hill Slide Correction Section of the Pacific Highway in Josephine County.

This award was based on your bid of $24,072.50 which was the low bid submitted to the Commission on June 17, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAY 15 1958
FOR FILING

May 15, 1958

Oregon State Highway Commission

Gentlemen:

During February, 1958, a slide occurred near M. P. 24.41 on the Pacific Highway in Josephine County, blocking all traffic. This is known as the Smith Hill slide near Rogue Juich and has been the source of considerable trouble in the past.

To relieve this slide condition and to eliminate the hazard and inconvenience to the traveling public from future slides, we are planning to remove approximately 45,000 cubic yards at an estimated cost of $35,000. As the proposed work should be done during the dry season, with your approval bids for this project will be opened on June 17. We have sufficient funds in our 1958 budget, by reason of some underruns on other items, to cover the cost of this work.

Will you please indicate your approval or disapproval on the attached copy of this letter.

Very truly yours,

R. G. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. P. M. Stephenson
Mr. H. B. Glaisyer

PMS:er hi

RECEIVED
MAY 1 1 1958
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 15, 1958

Oregon State Highway Commission

NOTE.
W. C. WILLIAMS

Gentlemen:

During February, 1958, a slide occurred near M. P. 244.41 on the Pacific Highway in Josephine County, blocking all traffic. This is known as the Smith Hill slide near Mackin Gulch and has been the source of considerable trouble in the past.

To relieve this slide condition and to eliminate the hazard and inconvenience to the traveling public from future slides, we are planning to remove approximately 45,000 cubic yards at an estimated cost of $30,000. As the proposed work should be done during the dry season, with your approval bids for this project will be opened on June 17. We have sufficient funds in our 1958 budget, by reason of some underruns on other items, to cover the cost of this work.

Will you please indicate your approval or disapproval on the attached copy of this letter.

Very truly yours,

W. C. Williams
State Highway Engineer

Approved

____ Disapproved

approvals received prior to 6-12

RECEIVED
MAY 19 1958
STATE HIGHWAY DEPT.

24-3457 Maint. Bldg. at Silverton. 1958

5226

RECEIVED
NOV 13 1958

FOR FILING
24-34=7

5226
(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 10, 1958

(VOUCHER NO.)	(EST. NO.) (WARRANT NO.)	(CONTRACTOR) (AMOUNT)	(DATE)
5226	4 Final	John A. Pfeifer Construction Co.	
25741	H227705	$3,438.17	11-10-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapuenke
ACCOUNTING DIVISION

Specified completion date: 80 workdays from July 3, 1958

Time Extensions: none

Completion Date: 10-7-58

Date Accepted: 10-23-58

Penalties: none

Claims: none

Remarks:

Date: 11-10-58

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
[illegible]r
Secretary
Floyd Query

Warrant Mailed: NOV 10 1958
GPW

NOTED ON CARD

RECEIVED
OCT 31 1958
FOR FILING

Oct. 28, 1958

CERTIFIED MAIL

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Wash.

Gentlemen:

State Highway Contract No. 5226, for Silverton Maintenance Building in Marion County was completed by the contractor, John A. Pfeifer Construction Company, on Oct. 7, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $3,438.17 will be released to the contractor on or after November 7, 1958. The total contract amount is $15,058.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: M. L. Yandle
1515 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM S-159 SM 4-58

RECEIVED
JUL 21 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5226

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 24, 1958

John A. Pfeifer Construction Co.
P. O. Box 396
Silverton, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5226, awarded June 19, 1958, for Silverton Maintenance Building in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUN 21 1958
FOR FILING

1-3417

June 23, 1958

John A. Pfeifer Const. Co.
Box 396
Silverton, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 awarded to you State Highway Contract No. 5226 for the Maintenance Building at Silverton in Marion County.

This award was based on your bid of $15,046.20 which was the low bid submitted to the Commission on June 17, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

lle

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

RECEIVED
APR
FOR FILING

34 - 3457

5236

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1958

SUBJECT: Silverton Maintenance Station

Mr. P. M. Stephenson
Assistant State Highway Engineer
O f f i c e

Herewith plans and plat covering the proposed construction of the new Maintenance Station at Silverton, Oregon. The proposed shop and storage building will be 36 feet in depth and approximately 83 feet long. The water connections and power connections will be made by state forces under work orders and should not be a portion of the contract. The height of the doors on the building should be 11'4" in order to meet the maximum requirements of equipment now owned by the state.

I recommend that the building be designed and contracted in accordance with the notations herein and those shown on the plans and that if further changes are desired that they be discussed with this office or Horton Hughlett, State Bridge Superintendent.

E. F. Chidsey
Assistant Maintenance Engineer

EFC:hl
Enclosures

cc: J. D. Walker

APPROVED
Assistant State Highway Engineer

RECEIVED
MAR 26 1958
FOR FILING

Salem, Oregon
March 25, 1958

Silverton Maintenance Site

Mr. Tom Edwards
Construction Engineer

Attached is a sketch and a letter from Mr. J. D. Walker in regard to a piece of property that it is desired to purchase for access to the new Silverton maintenance site.

As I understand it, options have already been taken on Tract No. 27704, and an attempt was made to secure Tract No. 27705. On account of difficulty in dealing with the owners, it is now desired to take only the westerly 60 feet of this property.

Will you kindly prepare a revised description to take in only the 60 feet of this property, as indicated on the map, so that it can be submitted to the Right of Way Department for negotiation.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc Mr. J. D. Walker
Mr. I. A. De France

Attachment

FORM E-30 8OH 8-57—5000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1958

SUBJECT: Property Acquisition - Silverton Maintenance Station site

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
O f f i c e

In attempting to negotiate for the two parcels of property requested for use as a maintenance site at Silverton we have been unable to purchase that portion of the Seifer property identified as R/W File No. 27705.

Mr. Walker advises that the entire 250' of frontage is not necessary from the Seifer property and recommends that we attempt to negotiate for the Eastern 60' which would allow us sufficient area for access to the Estenson property which we have under option.

Will you please request the Construction Office to prepare a revised description taking the Eastern 60' of the Seifer property as indicated on the enclosed sketch and submit the same to the Right of Way Department for negotiation.

E. F. Chidsey
Assistant Maintenance Engineer

EFC:hl
Encls.

cc: J. D. Walker

RECEIVED
MAR 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-00 9M 8-57—0000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1958

SUBJECT: Revision in Property Acquisition
Seifer - #27705
Silverton Maintenance Station Site

To: Mr. I. A. DeFrance
Maintenance Engineer
D e p a r t m e n t

We are submitting herewith a print showing colored in red a revision in the property to be acquired from A. J. and Hilda Seifer, File No. 27705, in connection with the proposed maintenance station at Silverton. This property is located on the Pudding River-Silverton Section of the Silverton Road in Marion County.

It was originally planned to purchase the westerly 500 feet of the Estenson property, File No. 27704, as shown on the print and for which an option has been taken, and also that portion of the Seifer property located immediately south of the parcel to be acquired from Estenson. However, we are advised that the price set by Seifer prohibits the purchase of the entire parcel as described above. We are proposing, therefore, that only a 60-foot strip for access be acquired from Seifer. Deed photostats have been previously submitted.

If this revision meets with your approval, will you please forward same to the Right of Way Description Engineer in the Construction Office.

J. D. Walker
Division Engineer

By

R. P. Hamilton
Division Office Engineer

RPH:AH

I-5-6(9)298 S. W. Termilliger Blvd. 1958

5227

RECEIVED
MAR 14 1962

COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 13, 1962

Kuckenberg Construction Company, Inc.
P. O. Box 7407
Portland 20, Oregon

Re: Contractor's Claim
Terwilliger Blvd. Unit
Contract No. 5227

Gentlemen:

Reference is made to your letter of February 22, 1962, in which you once more press for a claim in the amount of $4,398.15 on this project. This claim is to cover alleged costs involved in an exchange of materials between this project and the Lowell Street - 21st [illegible] Unit project, Contract No. 5110.

As stated in our letter of January 11, 1961, the exchange of materials was made for both your benefit and for the benefit of the Highway Department and was covered by a verbal agreement.

Under the circumstances, we feel that your request for additional compensation not covered by this verbal agreement is unjustified and must be denied.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

FK:dl
cc: Frank Morgan
Lloyd Shaw
P. M. Stephenson
T. T. Lindas-w/att.

NOTED
P. M. STEPHENSON

RECEIVED
FEB 26 1962

KUCKENBERG CONSTRUCTION CO., INC.

GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET
PORTLAND 20, OREGON

I-[illegible]298
BUS. PHONE: Alpine 3-7335
5227

February 22, 1962

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. Forrest Cooper, State Highway Engineer

Re: Terwilliger Blvd. Unit
Contract #5227

Gentlemen:

We again call your attention to a claim made on above contract in the sum of $4,398.15. This claim was formerly presented and is covered by letters July 5, July 7, July 11, July 21, and December 28, 1960 as well as January 11, April 18, and August 15, 1961, copies enclosed.

Unless we receive a favorable reply to our claim we are turning same over to our attorney to collect same.

Very truly yours,

KUCKENBERG CONSTRUCTION CO., INC.

Henry Kuckenberg, President

HK:mm
Enclosures

cc: Mr. James Dossdorf
File (3)

Original with attachments To Morgan
for
Note: please handle
2-23-62

RECEIVED
AUG 22 1961
FOR FILING
5237

August 15, 1961

COPY

Mr. Henry Kuckenberg, President
Kuckenberg Construction Company
Post Office Box 7407
Portland 20, Oregon

Dear Sir:

We have for some time been holding a claim submitted by you having to do with exchange of materials between the Terwilliger Bridge contract and the Lowell Street-21st Avenue contract and have recently received the claim which you submitted for backfilling under the Iowa Street Bridge. These claims have both been recommended favorably to the Bureau of Public Roads. Both have been denied by them.

See # 5110

In regard to the claim for exchanging material between the Lowell Street and Terwilliger projects, the issue is clouded by the fact that it was covered under verbal agreement between the contractor's superintendent and the resident engineer and was advantageous both to the contractor and the State.

With regard to the claim concerning backfilling under the Iowa Street Bridge, we believe there are many elements which justify payment of this claim. The Bureau of Public Roads has refused to participate on the basis that the standard specifications require the contractor to "...perform all grading, leveling, ditching, backfilling, earth moving....required in construction of the project;..".

Without Bureau of Public Roads approval, we cannot therefore honor either of these claims.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. C. G. Polk
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Lloyd Shaw

TH:jw ms

RECEIVED
MAY 18 1961
5-91

Monthly transaction number

Project report number
J-5-6(9)298

5227

FHWA PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Multnomah

Project number: I-5-6(9)298

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on Sept. 16, 19 58, is hereby modified as follows:

Revised estimated total cost of project $ 351,389

Revised Federal funds $ 323,889

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16 day of May, 19 61.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: M E Martin

Acting Division Engineer

USComm-DC 11170

Monthly Transaction No.

RECEIVED
SEP 17 1958

Project Report No.
FOR FILING

For -2 (9- 57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State
Oregon

County
Multnomah

Project No.
I-5-6(9)298

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approximately 2 miles south of N. end I-303(21), (New) I-5-6(8)297, (S. W. Terwilliger Bridge Section) on U. S. Route # 99

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	4-28-58	-------
Rights-of-Way		
Construction	6-2-58	0.109
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 341,899.00	$ 315,700.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By H. H. Hull

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. O. Polk
Division Engineer

Date executed by Division Engineer September 16, 1958

USComm-DC 40257

September 11, 1953

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the S. W. Terwilliger Pridge Section, Project No. I-5-6(9)298.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RNC:maj

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the S. W. Terwilliger Bridge Section, Project No. I-5-6(9)298.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WC:cr

Oregon State Highway Department

Federal Aid
Project No. I-5-6(9)298

S. W. TERWILLIGER BRIDGE SECTION OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 20, 1958

Type Code P.E.			
Preliminary Engineering	All Required	$	$ 2,000.00
Type Code 0010			
Roadway (Sta. 228+12 to Sta. 233+87)(Contract No. 5227)			
Clearing and Grubbing	All Required		$ 1,500.00
Removal of Pavement and Walks	4,130 sq. yds.	$ .35	1,445.50
Removal of Curbs	130 lin.ft.	.50	65.00
Drainage Excavation, Unclassified	590 cu.yds.	2.50	1,475.00
General Excavation, Unclassified	20,300 cu.yds.	.34	6,902.00
8-inch Sewer Pipe	320 lin.ft.	1.75	560.00
12-inch Sewer Pipe	130 lin.ft.	2.25	292.50
15-inch Sewer Pipe	330 lin.ft.	2.50	825.00
18-inch Sewer Pipe	330 lin.ft.	3.00	990.00
Concrete Inlets, Type "C"	2 only	75.00	150.00
Concrete Inlets, Type "C-1"	3 only	85.00	255.00
Concrete Manholes	2 only	225.00	450.00
Adjustment of Manholes	1 only	50.00	50.00
Concrete Curbs	6 cu.yds.	40.00	240.00
Coarse Crushed Material in Base	60 cu.yds.	4.00	240.00
3/4" - 0 Material in Base	5 cu.yds.	4.50	22.50
Sprinkling	20 M-Gals.	3.50	70.00
Class "B" Asphaltic Concrete	30 tons	7.50	225.00
Structural Excavation	410 cu.yds.	4.50	1,845.00
Class "A" Concrete	611 cu.yds.	56.00	34,216.00
Metal Reinforcement	112,800 lbs.	0.145	16,356.00
			$ 68,174.50
Flagging (57½ of Contractor's Cost)	All Required		100.00
	Subtotal		68,274.50
	10% Engr. & Cont.		6,827.45
	Total		$ 75,101.95

Type Code X731			
Terwilliger Blvd. Undercrossing (Sta. 229+93.93)(Contract No. 5227)			
Remodel Bridge and Maintenance of Traffic	All Required		$ 15,000.00
Structural Excavation	600 cu.yds.	$ 4.50	2,700.00
Class "A" Concrete	177 cu.yds.	75.00	13,275.00
Metal Reinforcement	36,200 lbs.	0.145	5,249.00
Treated Lumber in Place	12 M-FBM	300.00	3,600.00

Structural Steel	All Required		$ 45,000.00
Concrete Slab Riprap	120 sq.yds.	9.00	1,080.00
			$ 85,904.00

Type Code X021
Connection Structure (Sta. 229+93.93)(Contract 5227)

Shoring, Cribbing, Etc.	All Required		$ 5,000.00
Structural Excavation	800 cu.yds.	$ 4.50	3,600.00
Furnish Treated Timber Piling	6,325 lin.ft.	1.05	6,641.25
Furnish Steel Piling	495 lin.ft.	7.25	3,588.75
Drive Timber Piles	138 only	45.00	6,210.00
Drive Steel Piles	8 only	75.00	600.00
Class "A" Concrete	1,261 cu.yds.	56.00	70,616.00
Metal Reinforcement	337,000 lbs.	0.145	48,865.00
Pipe Parapet Rail	1,150 lin.ft.	7.50	8,625.00
8-inch Metal Drain Pipe	250 lin.ft.	2.50	625.00
Concrete Slab Riprap	50 sq.yds.	9.00	450.00
			$ 154,821.00

Subtotal	$ 240,725.00
10% Engr. and Cont.	24,072.50
Total	$264,797.50

Length of Roadway.	0.109 Mile
Length of 2 Structures	0.000 Mile
Total Length	0.109 Mile
Cost of Roadway Per Mile	$689,008.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Roadway	75,101.95	69,300.00	5,801.95
Structures	264,797.50	244,600.00	20,197.50
	$341,899.45	$315,700.00	$26,199.45

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-6(9)298

S. W. [illegible] SECTION OF THE

PACIFIC HIGHWAY IN [illegible] COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 29, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 0010
Roadway (Sta. 228+12 to Sta. 233+87)

Clearing and Grubbing	All Required	$	$ 750.00
Removal of Pavement and Walks	4,130 sq. yds.	0.80	3,304.00
Removal of Curbs	130 lin. ft.	0.35	45.50
Drainage Excavation, Unclassified	590 cu. yds.	3.00	1,770.00
General Excavation, Unclassified	20,300 cu. yds.	0.43	8,729.00
8-inch Sewer Pipe	320 lin. ft.	2.00	640.00
12-inch Sewer Pipe	130 lin. ft.	2.50	325.00
15-inch Sewer Pipe	330 lin. ft.	3.00	990.00
18-inch Sewer Pipe	330 lin. ft.	4.00	1,320.00
Concrete Inlets, Type "G"	2 only	75.00	150.00
Concrete Inlets, Type "G-1"	3 only	75.00	225.00
Concrete Manholes	2 only	275.00	550.00
Adjustment of Manholes	1 only	75.00	75.00
Concrete Curbs	6 cu. yds.	45.00	270.00
Coarse Crushed Material in Base	60 cu. yds.	3.00	180.00
3/4" - 0 Material in Base	5 cu. yds.	3.50	17.50
Sprinkling	20 M-Gals.	3.50	70.00
Class "B" Asphaltic Concrete	30 tons	8.00	240.00
Structural Excavation	410 cu. yds.	6.00	2,460.00
Class "A" Concrete	710 cu. yds.	60.00	42,600.00
Metal Reinforcement	112,800 lbs.	0.14	15,792.00
			$80,503.00
Planting (57½% of Contractor's Cost)	All Required		100.00
	Subtotal		$80,603.00
	10% Engr. & Cont.		8,060.30
	Total		$88,663.30

Type Code XY3L
Terwilliger Blvd. Undercrossing (Sta. 229+93.93)

Temporal Bridge & Maintenance of Traffic	All Required		$30,000.00
Structural Excavation	600 cu. yds.	10.00	6,000.00
Class "A" Concrete	177 cu. yds.	68.00	12,036.00
Metal Reinforcement	36,200 lbs.	0.13	4,706.00
Treated Lumber in Place	12 M-FBM	350.00	4,200.00

Structural Steel	All Required	$	$46,000.00
Concrete Slab Riprap	120 sq. yds.	12.00	1,440.00
			$94,382.00

Type Code H21
Connection Structure (Sta. 229+93.93)

Shoring, Cribbing, etc.	All Required	$	$10,000.00
Structural Excavation	800 cu. yds.	10.00	8,000.00
Furnish Treated Timber Piling	6,325 lin. ft.	1.40	8,855.00
Furnish Steel Piling	495 lin. ft.	6.00	2,970.00
Drive Timber Piles	138 only	60.00	8,280.00
Drive Steel Piles	8 only	60.00	480.00
Class "A" Concrete	1,261 cu. yds.	68.00	85,748.00
Metal Reinforcement	337,000 lbs.	0.125	42,125.00
Pipe Parapet Rail	1,150 lin. ft.	8.00	9,200.00
8-inch Metal Drain Pipe	250 lin. ft.	4.00	1,000.00
Concrete Slab Riprap	50 sq. yds.	12.00	600.00
			$177,258.00
		Subtotal	271,640.00
		10% Engr. & Cont.	27,164.00
		Total	$298,804.00

Length of Roadway	0.109 Mile
Length of 2 Structures	0.000 Mile
Total Length	0.109 Mile
Cost of Roadway Per Mile	$823,424.77

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Roadway	88,663.30	81,200.00	7,463.30
Structures	298,804.00	276,000.00	22,804.00
	$389,467.30	$359,000.00	$ 30,467.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(9)298

S. W. TERWILLIGER BRIDGE SECTION OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 23, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 0010
Roadway (Sta. 228+12 to Sta. 233+87)

Clearing and Grubbing	All Required		$ 750.00
Removal of Pavement and Walks	4,130 sq. yds.	$ 0.75	3,097.50
Removal of Curbs	130 lin. ft.	0.35	45.50
Drainage Excavation, Unclassified	590 cu. yds.	3.00	1,770.00
General Excavation, Unclassified	20,300 cu. yds.	0.40	8,120.00
8-inch Sewer Pipe	320 lin. ft.	2.00	640.00
12-inch Sewer Pipe	130 lin. ft.	2.50	325.00
15-inch Sewer Pipe	330 lin. ft.	3.00	990.00
18-inch Sewer Pipe	330 lin. ft.	4.00	1,320.00
Concrete Inlets, Type "G"	2 only	65.00	130.00
Concrete Inlets, Type "G-1"	3 only	65.00	195.00
Concrete Manholes	2 only	250.00	500.00
Adjustment of Manholes	1 only	75.00	75.00
Concrete Curbs	6 cu. yds.	45.00	270.00
Coarse Crushed Material in Base	60 cu. yds.	3.00	180.00
3/4" - 0 Material in Base	5 cu. yds.	3.50	1,750.00
Sprinkling	20 M-gals.	3.50	70.00
Class "B" Asphaltic Concrete	30 tons	8.00	240.00
Structural Excavation	410 cu. yds.	6.00	2,460.00
Class "A" Concrete	710 cu. yds.	60.00	42,600.00
Metal Reinforcement	112,800 lbs.	0.14	15,792.00
			$81,320.00
Flagging (57½% of Contractors' Cost)	All Required		100.00
	Subtotal		$81,420.00
	10% Engr. & Cont.		8,142.00
	Total		$89,562.00

Type Code X731
Installing Elvd. Undercrossing (Sta. 229+93.93)

Removal Bridge & Maintenance of Traffic	All Required	$	$20,000.00
Structural Excavation	600 cu. yds.	10.00	6,000.00
Class "A" Concrete	177 cu. yds.	68.00	12,036.00
Metal Reinforcement	36,200 lbs.	0.13	4,706.00
Treated Lumber in Place	12 M-FBM	350.00	4,200.00
Structural Steel	All Required		46,000.00
Concrete Slab Riprap	120 sq. yds.	9.00	1,080.00
			$94,022.00

Type Code 7021
Connection Structure (Sta. 229+93.93)

Shoring, Cribbing, etc.	All Required	$	$ 5,000.00
Structural Excavation	800 cu. yds.	10.00	8,000.00
Furnish Treated Timber Piling	6,325 lin. ft.	1.40	8,855.00
Furnish Steel Piling	495 lin. ft.	6.00	2,970.00
Drive Timber Piles	138 only	60.00	8,260.00
Drive Steel Piles	8 only	60.00	480.00
Class "A" Concrete	1,261 cu. yds.	68.00	85,748.00
Metal Reinforcement	337,000 lbs.	0.125	42,125.00
Pipe Parapet Rail	1,150 lin. ft.	6.00	6,900.00
8-inch Metal Drain Pipe	250 lin. ft.	4.00	1,000.00
Concrete Slab Riprap	50 sq. yds.	9.00	450.00
			$169,808.00

Subtotal	$263,830.00
10% Engr. & Cont.	26,383.00
Total	$290,213.00

Length of Roadway	0.109 Mile
Length of 2 Structures	0.000 Mile
Total Length	0.109 Mile
Cost of Roadway Per Mile	$821,669.72

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Roadway	89,562.00	82,200.00	7,362.00
Structures	290,213.00	268,000.00	22,213.00
	$381,775.00	$352,000.00	$29,775.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(9)298

S. W. TERWILLIGER BRIDGE SECTION OF THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 16, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 0010
Roadway (Sta. 228+12 to Sta. 233+87)

Clearing and Grubbing	All Required		$ 750.00
Removal of Pavement and Walks	4,130 Sq. Yds.	$ 0.80	3,304.00
Removal of Curbs	130 Lin. Ft.	0.35	45.50
Drainage Excavation, Unclassified	590 Cu. Yds.	3.00	1,770.00
General Excavation, Unclassified	20,300 Cu. Yds.	0.43	8,729.00
8 Inch Sewer Pipe	320 Lin. Ft.	2.00	640.00
12 Inch Sewer Pipe	130 Lin. Ft.	2.50	325.00
15 Inch Sewer Pipe	330 Lin. Ft.	3.00	990.00
18 Inch Sewer Pipe	330 Lin. Ft.	4.00	1,320.00
Concrete Inlets, Type "G"	2 only	75.00	150.00
Concrete Inlets, Type "G-1"	3 only	75.00	225.00
Concrete Manholes	2 only	275.00	550.00
Adjustment of Manholes	1 only	75.00	75.00
Concrete Curbs	6 Cu. Yds.	45.00	270.00
Coarse Crushed Material in Base	60 Cu. Yds.	3.00	180.00
3/4" - 0 Material in Base	5 Cu. Yds.	3.50	17.50
Sprinkling	20 M - Gals.	3.50	70.00
Class "B" Asphaltic Concrete	30 Tons	8.00	240.00
Structural Excavation	410 Cu. Yds.	6.00	2,460.00
Class "A" Concrete	611 Cu. Yds.	60.00	36,660.00
Metal Reinforcement	112,800 Lbs.	0.14	15,792.00
			$74,563.00
Flagging (57½ of Contractor's Cost)	All Required		100.00
	Subtotal		74,663.00
	10% Engr. & Cont.		7,466.30
	Total		$82,129.30

Type Code X731
Terwilliger Blvd. Undercrossing (Sta. 229+93.93)

Remodel Bridge and Maintenance of Traffic	All Required		$20,000.00
Structural Excavation	600 Cu. Yds.	$ 10.00	6,000.00
Class "A" Concrete	177 Cu. Yds.	68.00	12,036.00
Metal Reinforcement	36,200 Lbs.	0.13	4,706.00

Treated Lumber in Place	12 M-FBM	$350.00	$ 4,200.00
Structural Steel	All Required		46,000.00
Concrete Slab Riprap	120 Sq. Yds.	12.00	1,440.00
			$ 94,382.00

Type Code X021
Connection Structure (Sta. 229+93.93)

Shoring, Cribbing, Etc.	All Required		$ 10,000.00
Structural Excavation	800 Cu. Yds.	$10.00	8,000.00
Furnish Treated Timber Piling	6,325 Lin. Ft.	1.40	8,855.00
Furnish Steel Piling	495 Lin. Ft.	6.00	2,970.00
Drive Timber Piles	138 only	60.00	8,280.00
Drive Steel Piles	8 only	60.00	480.00
Class "A" Concrete	1,261 Cu. Yds.	68.00	85,748.00
Metal Reinforcement	337,000 Lbs.	0.125	42,125.00
Pipe Parapet Rail	1,150 Lin. Ft.	8.00	9,200.00
8 Inch Metal Drain Pipe	250 Lin. Ft.	4.00	1,000.00
Concrete Slab Riprap	50 Sq. Yds.	12.00	600.00
			177,258.00
	Subtotal		271,640.00
	10% Engr. & Cont.		27,164.00
	Total		$298,804.00

Length of Roadway	0.109 Mile
Length of 2 Structures	0.000 Mile
Total Length	0.109 Mile
Cost of Roadway Per Mile	$753,479.81

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Roadway	82,129.30	75,200.00	6,929.30
Structures	298,804.00	276,000.00	22,804.00
	$382,933.30	$353,000.00	$29,933.30

RECEIVED
JAN 16 1961
FOR FILING
1 1 6 (9 2 2 7)
5227

January 16, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5227 for bridges-grading on the SW Terwilliger Blvd. Section of Pacific Highway in Multnomah County was completed by the contractor, Kuckenberg Construction Co. Inc., on October 25, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $15,916.47 will be released to the contractor after acceptance by the Commission. The total contract amount is $323,252.40, of which amount $15,263.31 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: Kuckenberg Construction Co. Inc.,
11104 NE Holman Street
Portland
Oregon

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 16, 1960

Section S. W. Terwilliger Blvd.

Kind of work Grading and Structures

Highway Pacific County Multnomah

Section prefix 26-1010

Contractor Kuckenberg Construction Company

Contract number 5227

Date of contract June 19, 1958

Specified work days See Bridge Engineer's Report

Date work started June 3, 1958

Work days used " " " "

Project authorization . . . . . $ 342,624.44

Exclusive of engineering . . . . $ 317,904.22

Per cent of time elapsed " " " " %

Estimated cost of completed project, exclusive of engineering . . Grading Only . . . . . $ 15,757.50

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 24,719.26

(Grading Only)

Engineering cost to date $ 13,061.41, 52.8 %

Date project was completed Oct. 25, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	See Bridge Engr's Report	100	100	XX

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Grading Items Completed.

DIVISION

DEC 19 1960

NOTED

Signed Ray W. Fish Resident Engineer

Address 2131 S. W. Scholls Ferry Rd., Portland 1, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.29				
Miles partially completed	0.29				
Miles completed	0.29				
Total estimated quantities (contract)	20,300 CY	65 CY			30 T
Total quantities corrected to date	18,000 CY	50 CY			32.4 T
Estimated quantities moved or placed to date	18,000 CY	50 CY			32.4 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Rain		
Saturday			

FORM E-123-K 75M 1-60

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5227

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 16, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

RE: S.W. Terwilliger
Blvd. Unit
Contract #5227
FAP No. I-5-6(9)298

Dear Sir:

Kuckenberg Construction Company completed work on S.W. Terwilliger Boulevard Unit, Contract #5227, FAP No. I-5-6(9)298, on October 25, 1960.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:mk

cc: J. W. Nash
Floyd Query
D. B. Parkes

RECEIVED
FLOYD QUERY

FORM E-123 RM 4-58

RECEIVED
JUL 21 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

I 5.3(9)292
5227

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 24, 1958

Kuckenberg Construction Co., Inc.
11104 N. E. Holman St.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5227, awarded June 19, 1958, for bridges and grading on the S. W. Terwilliger Boulevard Section of the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUN 24 1958
FOR FILING
1-F-(3)
5227

June 23, 1958

Kuckenberg Construction Company
11104 Northeast Holman
Portland, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 awarded to you State Highway Contract No. 5227 for reinf. conc. connection to Freeway and revision of steel struc. and timber struc. on the S. W. Terwilliger Blvd. Uni of R. H. Babcock Freeway in Multnomah County.

This award was based on your bid of $308,899.50 which was the low bid submitted to the Commission on June 17, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

lle

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED

When replying,
refer to 08-35.4-0
I-5-6(9)298
5227

June 19, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5227 for Oregon Project I-5-6(9)298, S. W. Terwilliger Boulevard Structure Section of the Pacific Highway in Portland, to Kuckenberg Construction Co., Inc. of Portland, Oregon, low bidder in the amount of $308,899.50 at the June 17, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Copy sent to Bridge Dept.

C. S. PARSON

RECEIVED
FOR FILING
I-5-6(9)298
5277 08-35.6
U.S. BUREAU

June 2, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project I-5-6(9)298, structures for the on-ramp and undercrossing and grading of the Pacific Highway at the Terwilliger intersection. This approval is given subject to your making any corrections or revisions which may be found necessary following a complete review of the design details. This is to authorize your advertising for bids.

Concurrance in award of contract will be withheld pending notification that all right-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Original To
Merchant

ROUTED
O. S. H. D.

I-82-6(10) Grande Ronde River Bridges 1958
255
#5228

RECEIVED
JUL 1960
FOR FILING

I 26 W2 F5
5226

July 6, 1960

Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

Gentlemen:

State Highway contract #5228 for construction of the Grande Ronde River Bridges on the Old Oregon Trail in Union County was completed by the contractor, Tom Lillebo Construction Company on April 29, 1960, and was formally accepted by the Highway Commission on May 10, 1960.

Final payment in the amount of $29,291.14 will be released to the contractor on or after July 16, 1960. The total contract amount is $559,116.51, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Federal Insurance Co.,
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

RECEIVED
MAR 4 1960
FOR FILING

I-Y-2-(16)25
5425

Salem, Oregon
March 3, 1960

Mr. Forrest Cooper

Bridge contracts on Perry-Oro Dell Section, Old Oregon Trail Highway, Union County

Under date of February 2, you asked me to give a detail of the various bridge contracts in the Perry-Oro Dell Section.

There are two bridge contracts in this section. The first contract covers two bridges - Bridge No. 8428 at Station 856+40 which is just above Perry and Bridge No. 8429 at Station 944+30 about 3/8 mile west of Oro Dell. This contract was let to Ton Lillebo. Bids were opened on June 17, 1958 and the contract was awarded on June 19, 1958, al owing 240 days for construction, which is approximately 12 months.

It was specified that the southbound structure on Bridge 8429 be completed as soon as possible to permit completion of the approach fills by the roadway contractor and the routing of traffic over the structure. It was further specified that the ends of all structures be completed to such an extent that the approach fills could be placed on or before December 31, 1958.

Work started on the upper bridge, No. 8428, on July 17, 1958. Nine days later a strike was called halting construction until August 18, 1958. The structure was ready for construction of the embankment on October 27, 1958. There was another strike during the summer of 1959 which halted all work on the job for about a month. All concreting was completed on September 11, 1959 and the site was cleaned up and made available to the grading contractor on October 31, 1959.

On the lower bridge, No. 8429, work was started on August 26, 1958, was held up by the strike during the summer of 1959, all concrete was in place November 18, 1959, and the site was cleaned up January 29, 1960. Both of these structures are complete with the exception of a minor amount of surface finish which will be done as soon as weather permits.

The second contract includes a twin bridge over the river and Union Pacific's tracks and a single bridge also over the river and the

I-Scn-6(16)25.
5425

Union Pacific's tracks at Oro Dell.

The first vicinity maps were not complete and were received on January 6, 1958. Preliminary layouts were submitted to the Railroad on March 19, 1958. The Railroad interposed every possible objection to the entire project and we made revision after revision in the layouts in an attempt to satisfy them. It was not until November 21, 1958 that we reached agreement with them. We obtained a permit of entry to allow the work to proceed and have not as yet received the formal agreement. Bids were taken as soon as the designs could be completed, which was on March 3, 1959, and the contract was awarded on April 1, 1959.

The plan at that time called for an early completion as possible on the eastbound structure of the twin bridges so that traffic could be routed over it and over the existing Oro Dell Bridge to allow completion of the grading on the westbound lane. We placed a time limit of 140 work days on the eastbound structure.

All of these structures are major bridges involving foundations in the river and work over the railroad tracks. On the westbound structure and on the single structure farther downstream, a work-day count of 320 days was allowed. I do not believe that this is an excessive time for work of this magnitude although by paying a premium we might have cut a few months off of the time. A shorter time, however, would meant the supplying by the contractor of complete sets of falsework and forms for all three structures.

Work started on the eastbound structure on April 13, 1959, was shut down for a month in May and June of 1959. This eastbound structure is now 93.6 percent complete and should be ready for construction traffic by March 10, 1960. Work on the westbound structure started on April 13, 1959, was closed by the strike in the summer of 1959 and is now approximately 22 percent complete. It should be finished by fall of 1960 and we may perhaps be able to get the end spans completed and the grade cleaned up so that embankment can be placed a little earlier than the final completion date.

On the single bridge paralleling the existing Oro Dell structure, work started April 14, 1959, was closed down by the strike for approximately a month and has been continuing since that time. The structure is 67 percent complete and should be ready for construction and highway traffic about the last of May.

G. S. Paxson

GSP:gm
cc Mr. Tom Edwards
Mr. Ivan D. Merchant

RECEIVED
FEB - 2 1960
FOR FILING

Salem, Oregon
February 2, 1960

Perry-Ore Dall Section
Highway #28
Union County

Mr. Tom Edwards
Construction Engineer
OFFICE

Secrig. in contract #5141

Comes now J. C. Compton, who is the subcontractor handling the surfacing and paving on the Perry-Ore Dall Section of Highway #28 in Union County. Mr. Compton explained that, while he was only a subcontractor on the job, he was also representing Durbin Bros.

The Durbin-Compton problem has to do with the long delays occasioned by the fact that certain bridges, which were necessary before the grading and paving contract could be completed, were not finished and, in fact, are not finished yet. Two things are at issue: (1) Working out a schedule for completing the grading and paving, and (2) compensating the contractor for delays occasioned by the failure to construct the bridges.

I am, by a copy of this letter, asking Mr. Paxson to give us a chronology of the various bridge contracts involved; principally, when they were let, status at the moment, and when they will be completed. From this, it will be possible to work out a working schedule for the grading and paving. Mr. Compton stated that they had been told that it would not be possible to finish the bridges and to complete the grading and paving during the 1960 season. This, of course, will have to be determined.

The second phase of this matter will be to start assembling data with the idea of working out some equitable adjustment with the contractor. Will you please take appropriate action.

I am assuming that you will contact Durbin Bros. and Mr. Compton. Please keep me posted.

Forrest Cooper
Deputy State Highway Engineer

FC:fn
cc Mr. W. C. Williams
Mr. G. S. Paxson

Contract 3228

Monthly Transaction No.	For -2 (0-41 07)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State OREGON
Project Report No. 1958			County Union
RECEIVED FOR FILING		FEDERAL-AID PROJECT AGREEMENT	Project No. I-80N-6(10)255

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Lower Perry Grade separation and River Crossing and Grand Ronde River Bridge (1.0 miles and 2.7 miles south of N. end I-139(8), Now I-82-6(9)254 on U. S. 30

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering	5-12-58	-------
Rights-of-Way		
Construction	6-2-58	.166
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 632,801.00	$ 584,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. O. Polk
Division Engineer

Date executed by Division Engineer September 16, 1958

USComm-DC 40257

September 11, 1958

Mr. C. A. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Lower Perry and Grand Ronde River Structures, Project No. I-82-6(10)255.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RNC:maj

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Lower Perry and Grande Ronde River Structures, Project No. I-80N-6(10)255, (old) I-82-6(10)255.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EWC:or

Oregon State Highway Department

Federal Aid
Project No. I-82-6(10)255
(New) I-[illegible]-6(10)255

LOWER PERRY AND GRAND RONDE RIVER STRUCTURES ON

THE OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 20, 1958

Type Code P.E.				
Preliminary Engineering	All Required	$		$ 6,000.00
Type Code X421				
Lower Perry Bridge (Sta. 854+05.78 to Sta. 858+50.5)(Contract 5228)				
Remove Old Bridge	All Required	$		$ 10,000.00
Shoring, Cribbing, Etc.	All Required			18,000.00
Structural Excavation	2,300 cu.yds.		5.00	11,500.00
Excavation Below Elevation Shown	100 cu.yds.		22.00	2,200.00
Class "A" Concrete	2,370 cu.yds.		66.00	156,420.00
Metal Reinforcement	604,100 lbs.		0.137	82,761.70
8-inch Metal Drain Pipe	110 lin.ft.		4.50	495.00
				$281,376.70
Type Code X021				
Grand Ronde River Bridge (Sta. 942+15.94 to Sta. 946+46)(Contract No. 5228)				
Shoring, Cribbing, etc.	All Required	$		$ 29,000.00
Structural Excavation	1,600 cu.yds.		5.00	8,000.00
Furnish Steel Piling	3,900 lin.ft.		4.00	15,600.00
Drive Steel Piles	140 only		45.00	6,300.00
Class "A" Concrete	2,295 cu.yds.		67.00	153,765.00
Seal Concrete	147 cu.yds.		40.00	5,880.00
Metal Reinforcement	510,200 lbs.		0.137	69,897.40
				$288,442.40
	Subtotal			$569,819.10
	10% Engr. & Cont.			56,981.91
	Total			$626,801.01

Length of Structure. . . . . 0.166 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engrg.	$ 6,000.00	$ 5,000.00	$ 1,000.00
Structures	626,801.01	579,000.00	47,801.01
	$632,801.01	$584,000.00	$48,801.01

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-82-6(10)255

LOWER PERRY AND GRAND RONDE RIVER STRUCTURES ON

THE OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 29, 1958

Type Code P.E.

Preliminary Engineering	All Required		$ 6,000.00

Type Code X421
Lower Perry Bridge (Sta. 854+05.78 to Sta. 858+50.5)

Remove Old Bridge	All Required		$ 20,000.00
Shoring, Cribbing, Etc.	All Required		98,000.00
Structural Excavation	2,300 cu. yds.	$8.00	18,400.00
Excavation Below Elevation Shown	100 cu. yds.	12.00	1,200.00
Class "A" Concrete	2,370 cu. yds.	75.00	177,750.00
Metal Reinforcement	604,100 lbs.	0.13	78,533.00
8 Inch Metal Drain Pipe	110 lin. ft.	4.50	495.00
			$394,378.00

Type Code X421
Grand Ronde River Bridge (Sta. 942+15.9 to Sta. 946+48)

Shoring, Cribbing, Etc.	All Required		$ 48,000.00
Structural Excavation	1,600 cu. yds.	$8.00	12,800.00
Furnish Steel Piling	3,900 lin. ft.	5.50	21,450.00
Drive Steel Piles	140 only	60.00	8,400.00
Class "A" Concrete	2,295 cu. yds.	75.00	172,125.00
Seal Concrete	147 cu. yds.	35.00	5,145.00
Metal Reinforcement	510,200 lbs.	0.13	66,326.00
			$334,246.00

Subtotal	728,624.00
10% Engr. & Cont.	72,862.40
Total	$801,486.40

Length of Structure 0.166 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 5,000.00	$ 1,000.00
Structures	801,486.40	740,000.00	61,486.40
	$807,486.40	$745,000.00	$62,486.40

FORM E-129 SH 4-58

RECEIVED
JUL 15 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 14, 1958

Tom Lillebo Construction Company
Box 365
Reedsport, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5228, awarded June 19, 1958, for Bridge Construction over Grande Ronde River on the Old Oregon Trail in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUN 24 1958
FOR FILING

June 23, 1958

Tom Lillebo Construction Company
Box 363
Reedsport, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 awarded to you State Highway Contract No. 5228 for bridge construction on the Grande Ronde River Bridges near LaGrande on the Old Oregon Trail Highway in Union County.

This award was based on your bid of $569,819.10 which was the low bid submitted to the Commission on June 17, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
FOR FILING

When replying,
refer to 08-35.4-0

June 19, 1958

1-2-6(10)255
-322

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5228 for Oregon Project I-82-6(10)255, Grande Ronde River Bridges on the Old Oregon Trail Highway, to Tom Lillebo Construction Co. of Reedsport, Oregon, low bidder in the amount of $569,819.10 at the June 17, 1958 bid opening.

Very truly yours,

C. O. Polk
Division Engineer

Original to
Bridge Dept.

FILED

RECEIVED
JUN 1958
FOR FILING
I-82-6(10)255
08-35.6

June 2, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-82-6(10)255, Lower Perry a nd Grand Ronde River Structures, of the Old Oregon Trail Highway. This approval is given subject to your making any corrections or revisions which may be found necessary following a complete review of the plans. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Original &
Three Carbons

NOTED
C. S. PAXSON

DF-6(3) Muleshoe Cr.-Burton Canyon 1958
Section of the John Day Hwy.

5229

DF-6(3)

RECEIVED
NOV
W. C. WILLIAMS

W.C. Williams

December 3, 1959

FINAL COST ANALYSIS

Muleshoe Cr.-Burton Canyon
Contract No. 5229

Structures, Grading and Oiling
Contractor: Newport Construction Company
Resident Engineer: Keats Oliver

John Day Highway
Prefix #35-1020
Project #DF6(3)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	10,000.00		2,278.17	10,000.00
Drainage Excavation	3,574.21	Cu.Yd.	3.00	2.38	8,498.46	10,722.63
General Excavation	232,258.8	Cu.Yd.	0.72	0.815	189,439.63	167,226.34
Short Overhaul	342,556.2	Yd.Sta.	0.02	0.017	5,773.52	6,851.12
Long Overhaul	4,172.4	C-Yd.Sta.	0.50	0.44	1,826.57	2,086.20
Finish Roadbed & Slopes	7.19	Mile	500.00	441.18	3,172.12	3,595.00
Rounding Cutbanks	5,510	Lin.Ft.	0.20	0.18	977.06	1,102.00
12" Corr.Metal Pipe	188	Lin.Ft.	3.25	2.98	560.93	611.00
18" Corr.Metal Pipe	4,120	Lin.Ft.	4.50	3.95	16,286.79	18,540.00
24" Corr.Metal Pipe	390	Lin.Ft.	7.00	5.85	2,283.01	2,730.00
36" Corr.Metal Pipe	90	Lin.Ft.	11.00	10.86	977.58	990.00
48" Corr.Metal Pipe	32	Lin.Ft.	15.00	14.25	455.96	480.00
36" Elliptical Inlet	1	Each	125.00	107.47	107.47	125.00
Salvaging Culvert Pipe	210	Lin.Ft.	1.50	1.26	265.54	315.00
Metal Guard Rail	12,845	Lin.Ft.	2.50	2.33	29,909.10	32,112.50
Metal Sight Posts, Dbl.Reflector	434	Each	4.00	3.36	1,457.86	1,736.00
Coarse Cr.Mat'l in Base	95,650.91	Ton	1.40	1.27	121,511.61	133,911.27
3/4"-0 Cr.Mat'l in Base	11,326.59	Ton	1.50	1.28	14,459.25	16,989.89
Sprinkling	6,699.4	M-Gal.	2.00	1.56	10,469.50	13,398.80
Preparation of Base	7.19	Mile	100.00	139.10	1,000.20	719.00
3/4"-0 Mat'l in Binder	1,674.83	Ton	2.40	2.24	3,753.11	4,019.59
Furnish & Place Aggregates	5,086.95	Ton	2.40	2.24	11,394.80	12,208.68

FINAL COST ANALYSIS - Structures, Grading & Oiling
Muleshoe Creek-Burton Canyon - Contract No. 5229

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
MC-2 Asphalt	136.37	Ton	46.75	44.33	6,045.50	6,375.30
120-150 Asphalt	292.41	Ton	44.50	42.44	12,409.56	13,012.25
RS-1 Asphalt	86.91	Ton	46.30	45.75	3,975.80	4,023.93
Removal of Br. & Maint. of Traffic	100%	All	5,000.00	1,759.81	1,759.81	5,000.00
Structural Excavation	717.41	Cu.Yd.	5.00	5.00	3,587.05	3,587.05
Class "A" Concrete	720.90	Cu.Yd.	73.00	73.00	52,625.70	52,625.70
Metal Reinforcement	170,295.55	Lbs.	0.15	0.15	25,544.33	25,544.33
PA#1 72" Arch Type C.M.P.	56	Lin.Ft.	40.00	34.81	1,949.32	2,240.00
PA#1 72" Arch Type C.M.P. End Sec.	1	Each	350.00	305.12	305.12	350.00
PA#2 1-1/4"-3/4" Aggre. in S.P.	149.07	Cu.Yd.	0.25	1.75	260.69	37.27
PA#2 3/4"-1/2" Aggre. in S.P.	240.81	Cu.Yd.	1.50	1.75	421.14	361.22
PA#2 1/2"-1/4" Aggre. in S.P.	411.96	Cu.Yd.	1.50	1.75	720.48	617.94
PA#2 1/4"-#10 Aggre. in S.P.	374.68	Cu.Yd.	1.50	1.75	655.28	562.02
PA#2 3/4"-0 Aggre. in S.P.	734.41	Cu.Yd.	1.50	1.75	1,280.77	1,101.62
PA#2 18" C.M.P.	14	Lin.Ft.	2.97	2.97	41.58	41.58
PA#2 24" C.M.P.	22	Lin.Ft.	4.63	4.63	101.86	101.86
PA#2 24" C.M.P., Bands	1	Each	4.63	4.63	4.63	4.63
Force Account					7,262.97	7,395.45
					$545,809.83	$563,452.17

	Gross Revenue	Total Cost	Profit	% Profit
Newport Construction Co.	529,603.67	514,442.87	15,160.80	2.8%
Highway Protection Corp.	33,848.50	31,366.96	2,481.54	7.3%
	$ 563,452.17	$ 545,809.83	$ 17,642.34	3.1%

Net Profit equals 3.1% of Gross Revenue

DETAIL OF COST - Contract No. 5229

NEWPORT CONSTRUC. CO.

Labor:					
Supervision				$ 11,467.50	
Labor				177,285.76	
Labor Insurance				16,044.04	
Health and Welfare				5,342.50	
Travel & Transportation Pay				3,670.20	$ 213,810.00
Materials:					
12" C.M.P.	188 Lin. Ft.	@	$2.14	402.32	
12" C.M. Bands	9 Each	@	$2.14	19.26	
18" C.M.P.	4,120 Lin. Ft.	@	$2.97	12,236.40	
18" C.M. Bands	206 Each	@	$2.97	611.82	
24" C.M.P.	390 Lin. Ft.	@	$4.63	1,805.70	
24" C.M. Bands	18 Each	@	$4.63	83.34	
36" C.M.P.	90 Lin. Ft.	@	$9.08	817.20	
36" C.M. Bands	5 Each	@	$9.08	45.40	
48" C.M.P.	32 Lin. Ft.	@	$12.31	393.92	
48" C.M. Bands	2 Each	@	$12.31	24.62	
36" Elliptical Inlet	1 Each	@	$83.00	83.00	
MC-2 Asphalt	136.37 Ton	@	$27.25	3,716.08	
120-150 Asphalt	292.41 Ton	@	$25.00	7,310.25	
RS-1 Asphalt	86.91 Ton	@	$29.80	2,589.92	
72" Arch Type C.M.P.	56 Lin. Ft.	@	$28.80	1,612.80	
72" Arch Type C.M. Bands	2 Each	@	$57.66	115.32	
72" Arch Type C.M. End Section	1 Each	@	$290.76	290.76	
Freight on Asphalt	515.69 Ton	@	$10.98	5,663.21	37,821.32
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental				121,411.34	
Gas, Oil, and Grease				21,162.58	
Explosives				17,111.92	
Bond				2,788.87	
P.U.C.				450.50	
P.L. and P.D. Insurance				2,405.29	
Move in Freight and Cartage				5,067.97	
Small Tools and Miscellaneous Supplies				2,488.23	
Amount Paid to Valley Construction Co., for Concrete Bridges				81,757.08	
Home Office and General Overhead				7,667.77	
Royalty on Gravel				500.00	262,811.55
			TOTAL COST		$ 514,442.87

DETAIL OF COST - Contract No. 5229

HIGHWAY PROTECTION CORPORATION

Labor:			
Labor and Travel Time		$ 7,174.56	
Labor Insurance		609.84	
Health and Welfare		336.45	$ 8,120.85
Materials:			
Metal Guard Raid	12,845 Lin.Ft. @ $1.00	12,845.00	
Guard Rail Posts	1,048 Each @ $4.43	4,642.64	
End Wings	60 Each @ $4.25	255.00	
Metal Sight Posts	434 Each @ $1.35	585.90	
Paint including Freight		626.80	18,955.34
Equipment Rentals and Miscellaneous Supplies:			
Equipment Rental		2,460.65	
Gas, Oil, and Grease		898.64	
Bond		227.94	
Small Tools and Miscellaneous Supplies		125.54	
Home Office and Gene ral Overhead		578.00	4,290.77
	TOTAL COST		$ 31,366.96

Remarks - Contract No. 5229

This was a "Federal Aid Primary Project" calling for the structures, grading, and oiling of 7.19 miles of highway roadbed on the Muleshoe Creek-Burton Canyon Section of the John Day Highway in Wheeler County.

The contract was bid June 17, 1958, awarded June 19, 1958. Work started July 9, 1958 and the project was completed August 3, 1959.

The Contractor moved in one D-8 cat and dozer, a crew of five men and started the clearing on July 9th, worked two days then was closed down for six week due to the labor strike. The clearing was resumed August 18th, also the excavation was started at the same time, using a 1-1/2 cubic yard shovel and two dumptors. The drilling crew moved in following the first grading equipment. The drilling equipment consisted of two 500 c.f. compressors, one air-trac drill, and one wagon drill. The drilling crew worked continuously throughout the grading work. A large amount of the excavation consisted of solid rock. The grading equipment consisted of one 1-3/4 cubic yard and one 1-1/2 cubic yard shovel, one HD-11 front end loader, four 6 cubic yard dumptors, two 15 cubic yard K.W. trucks hauling the rock material, one DW-21 with scraper unit, one D-8 cat and scraper, one D-8 push cat, and one cat #12 grader on the common excavation. A loss was suffered on the excavation.

The Contractor used one D-4 cat with backhoe attachment and a crew of three men to install the culvert pipe. Good progress was made on the pipe installations.

The building of the four reinforced concrete structures was subcontracted to Valley Construction Company at bid prices. Slow progress was made on the concrete structures.

The Contractor drilled and blasted the quarry on the north side and adjacent to the highway at station 101. The crushing plant was set up on the south side and adjacent to the highway at station 103. The Contractor started the crushing plant for approximately one hour then closed down for minor adjustments and transformer trouble. Electric power was used to run the crush plant.

A total of 116, 364 tons of rock was crushed in 541 hours for an average of 215 tons per hour which was very good production for this crushing plant. Equipment used to haul the material on the road was six tandem trains hauling approximately 55 tons per load. The rock was processed on the road with two blades, two rollers, and one water wagon.

Remarks Cont'd - Contract No. 5229

The Contractor moved in his oiling equipment and started the placing of the binder course Tuesday and completed it on Friday. The oiling started May 25th and completed June 11, 1959. Equipment used on the oiling was one distributor, two trains, two 10 cubic yard trucks with spreader boxes, one blade, two rollers, and one tractor with broom attached. Good progress was made on the oiling.

The Highway Protection Corporation subcontracted the installation of the guard rail and sight posts at the bid prices. Good progress was made on these items.

The Contractor had good bid prices, good equipment, and good supervision realizing a small profit on the entire project.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
JUL - 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 16, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5229	13 Final	Newport Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25061	67009	$36,896.48	10/12/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Lois Mattes
ACCOUNTING DIVISION

Specified completion date: 190 workdays from June 30, 1958

Time Extensions: None of record

Completion Date: August 3, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 19, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 19 1959

NOTED ON CARD
lc

RECEIVED
OCT - 6 1959
FOR FILING

October 5, 1959

Seaboard Surety Company
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

State Highway contract #5229 for structures-grading-oiling the Muleshoe Creek-Burton Canyon Section of the John Day Highway in Wheeler County was completed by the contractor, Newport Construction Company, on August 3, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $16,896.48 will be released to the contractor on or after October15, 1959. The total contract amount is $563,452.17, of which amount $7,395.45 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Seaboard Surety Company
75 Maiden Lane
New York 38, N. Y.

RECEIVED
SEP 14 1959
FOR FILING

September 11, 1959

Seaboard Surety Company
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Newport Construction Company on contract #5229 for structures-grading-oiling the Mulshoe Creek-Burton Canyon Section of John Day Highway in Wheeler County.

This payment, in the amount of $24,892.94, will be released to contractor on or after September 21, 1959. The retained percentage is $16,903.78.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

da

cc: Seaboard Surety Company
75 Maiden Lane
New York 38, N. Y.

Form E-1—(Rev.)-

(1.13)
5229

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 14, 1959

Section Muleshoe Creek - Burton Canyon
Kind of work Structures, Grading and Oiling

Highway John Day County Wheeler
Section prefix 35-1020

Contractor Newport Construction Co.
Contract number 5229

Date of contract June 19, 1958
Specified work days 190

Date work started July 9, 1958
Work days used 186

Project authorization $ 595,839.94
Exclusive of engineering $ 553,469.10
Per cent of time elapsed 97.9 %

Estimated cost of completed project, exclusive of engineering $ 566,315.83

Estimated per cent overrun or underrun +0.3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 42,370.84

Engineering cost to date $ 30,665, 72 %

Date project was completed Aug 3, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	100%	100%	100%	none

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Mr; Parson and Mr. Bickmore made final inspection of the project on Tuesday.

Semi-final estimate was shipped to the Division Office on Wed.

Final Report

CONSTRUCTION DIVISION
RECEIVED
AUG 17 1959
NOTED-- CE ACE ACE COE

NOTED
JOHN R. OAKES

Noted
M. N. Ju

Signed Keats Oliver

Address Keats Oliver, Box 344, Fossil

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.19	7.19		7.19	
Miles partially completed					
Miles completed	7.19	7.19		7.19	
Total estimated quantities (contract)	221,700 Yd.	104,100 Ton		580 Ton	
Total quantities corrected to date	232,250	106,980		516	
Estimated quantities moved or placed to date	232,250	106,980		516	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 7 - 1959
FOR FILING
(F 6(3)
5229

August 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 3, 1959, on Contract No. 5229, Muleshoe Creek-Burton Canyon Section, in Wheeler County, in connection with Federal Aid Project No. DF-6(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

RECEIVED
NOV 5 - 1958
FOR FILING
DF-6(3)
5229

November 3, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the removal of dangerous rocks on the Mulkins Creek-Burton Canyon Section of the John Day Highway in Wheeler County, Contract No. 5229, in connection with Federal Aid Project No. DF-6(3).

It is necessary to remove loose rock from the slope between the top of the cut and the Right of Way line at Station 171+50 to Station 185+00. This loose rock is hazardous and will endanger life and property by falling on the highway.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
OCT 10 1958
FORM E-80 BDM

FOR FILING

(F 3)

52-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1958

To: Mr. W. C. Williams
State Highway Engineer
O f f i c e

SUBJECT: Muleshoe Creek-Burton
Canyon Section
John Day Highway
Contract No. 5229

L

NOTED
W. C. WILLIAMS
f, l

In regard to your inquiry regarding the status of the drainage revision at Station 157 on the subject job, please be advised that we have made a price agreement with the contractor to install the 72-inch arch type corrugated metal pipe and we have a letter from the property owner assuring us that he will give us an easement for the necessary drainage ditches across his property.

As soon as the actual easement forms are received from the field, construction under the price agreement will proceed in the normal manner. The contractor has already ordered his pipe for this installation.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Attach. (File)

RECEIVED
OCT 1958
OFFICE OF
ENGINEER

FORM E 123 X 25M 8-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT S. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 21, 1958

Messrs. Joe H. and Stanley Bolin
Fossil
Oregon

Gentlemen:

Muleshoe Creek-Burton Canyon Section
John Day Highway

In accordance with my letter of July 28, Mr. A. F. Parson, Division Engineer, has gone over the matter of your complaint relative to drainage near Station 157 and has reported to me.

On the basis of Mr. Parson's report, we will install a 72" x 44" arch-type culvert at Station 157 to replace the 24" culvert now existing, if you will grant us free of charge a construction and maintenance easement for an inlet and outlet ditch through your property to the river. I make this proposal in the belief that such an installation would be mutually advantageous to both yourselves and the State.

If the above plan is acceptable to you, please advise us and we will have easement forms prepared for your execution.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. R. L. Porter
Mr. A. F. Parson
Mr. Keats Oliver

RETURNED TO
Young
By Construction Engineer

Please prepare answer for Mr. Williams

NOTED
FORREST COOPER

RECEIVED
AUG 22 1950
FOR FILING
5129

August 21, 1950

Messrs. Joe H. and Stanley Kelin
Fossil
Oregon

Gentlemen:

Maintenance Crook-Barton Canyon Section
John Day Highway

In accordance with my letter of July 26, Mr. A. F. Parson, Division Engineer, has gone over the matter of your complaint relative to drainage near Station 157 and has reported to me.

On the basis of Mr. Parson's report, we will install a 72" x 44" arch-type culvert at Station 157 to replace the 24" culvert now existing, if you will grant us free of charge a construction and maintenance easement for an inlet and outlet ditch through your property to the river. I make this proposal in the belief that such an installation would be mutually advantageous to both yourselves and the State.

If the above plan is acceptable to you, please advise us and we will have easement forms prepared for your execution.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. H. L. Porter
Mr. A. F. Parson
Mr. Keats Oliver

LHY:jc hi

RECEIVED

FOR FILING

FORM E-30K—67,500—8-56—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT: Malheur Creek-Burton Canyon Section
John Day Highway
Contract No. [illegible]
Messrs. Jos. M. & [illegible]
Stanley Relin Complaint

To: Mr. Tom Edwards
Construction Engineer
Salem

A follow-up on my letter of August 7th regarding subject complaint Mr. Oliver has submitted the attached sketch and estimate of cost.

Mr. Young in his phone conversation with me regarding subject complaint, that it would cost $50 per foot for a T. & A. arch type pipe. If so Mr. Oliver's estimate is low, however, the unit prices indicate that it was only $37 per foot. Mr. Oliver has shown that the increase in cost for installation of above type pipe instead of a 24" will be in the neighborhood of $3,400. I would recommend that this arch type pipe should be placed.

Said

A. F. Parson
Division Engineer

AFP:gb

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
AUG 18 1958
NOTED-- CE ACE ACE COE

T. 9 S., R. 2
Section-

Abandon Exstg 12" C.M.P. 22'
106 Inst. 18" C.M.P. 62'
Dr. Exc. 10 C.Y.

Prepared 72 + 44 Grade

+75
Const. Rd App
Inst. 12" C.M.P. 2
Dr. Exc. 1 C.Y.

145 50' 50' 150 155 160 S. 74

R/W

+25
Const. Rd App. Lt & Rt.
Inst. 18" Conc. Pipe 33' (Salvaged From Sta. 297+35)
Dr Exc. 1 C.Y.

JOHN DAY RIVER

Ditch Line

Saw & Reinstall
137 24" C.M.P. 34'
Inst. 24" C.M.P. 8' (New)
Const. Inlet & Outlet Ditch
Dr Exc. 30 C.Y.

SURVEY | PLOTTED
NOTE BOOK | TEMPLATE
NO. | AREAS
AREAS CHECKED

B.M.
1686.508
26' Rt.
USC&GS.

1710
1700
1690
1680

+2.20 %

Finish Grade 10' Lt. Or Rt.

Subgrade

15.1"

From Sta 134+30

Emb. 535

See Sht 5

Emb. 2221

Exc. 2709

Exc. 1920

E.O.M.

Exc. 943

Exc. 3714

S.O.M. 761 Yd. Sta.

Emb. 768

145 150 155 160

, R.23 E., W.M.
ection-10

MULESHOE CR.-BURTON CANYON SEC. JOHN DAY HIGHWAY WHEELER COUNTY				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	DF-6(3)		See Index

QUARRY SITE

T.Δ 33°02'
T.S 626.0'
T.L 1225.8'

4° C.L.
Δ 17°02'
L 425.8'
R 1432.4'
400' spiral
S 8°00'
Δ 1.0

165+42.5 P.S.

169+42.5 P.S.C.

173+68.3 P.C.S.

177+68.3 P.T.

Abandon 12" Pipe (In Pl)

Abandon 48" C.M.P. 56'
+43 C.M.P. 18" Inst. 20 C.Y.
Dr. Exc.

Salvage & Reinstall 18" C.M.P. 44'
Inst. 15 C.Y.
Dr. Exc.
+08

+75
Const. Rd. App.
12" C.M.P. 26'
1 C.Y.

S. 74° 01' 00" E.

165

170

175

50

200'

P/W

+00
Const. Rd. App.
Inst. 12" C.M.P. 26'
Dr. Exc. 1 C.Y.

Const. Metal Guard Rail
See Sheet No 7

Salv. & Reinstall
24" C.M.P. 32'
Inst. 24" C.M.P. 24' (New)
Dr. Exc. 15 C.Y.
+78

18" C.M.P. (In Pl.)
Lt. 16', Rt. 30'
Extend 6 C.Y.
Dr. Exc.
+26

Remove Exstg 12"
C.M.P. 44'
Inst. 18" C.M.P. 70'
15 C.Y.
Dr. Exc.
+65

18" C.M.P. (In Pl.)
Lt. 14', Rt. 20'
Extend 7 C.Y.
Dr. Exc.
+48

P/W
+38.4

88 84 83

1714.35

1600' V.C.

-2.24 %

800' V.C.

1687.17

1710

1700

1690

1680

100

Emb 2356

Emb 1927

L.O.H. 39 C-Yd. Sta.

S.O.H. 11520 Yd. Sta.

Exc. 925
Emb 746

Emb. 1573

Exc. 2977
Emb. 3004

S.O.H 10773 Yd. Sta.

Emb 3032

160 165 170 175 177

23 E., W.M.
on-10

MULESHOE CR.-BURTON CANYON SEC. JOHN DAY HIGHWAY WHEELER COUNTY				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	DF-6(3)		See Index

QUARRY SITE

T.Δ 33°02'
T.S 626.0'
T.L 1225.8'
4° C.L.
Δ 17°02'
L 425.8'
R 1432.4'
400' Spiral
S 8°00'
d 1.0

165+425 P.S.C.
169+425 P.S.C.
173+68.3 P.G.S.
177+68.3 P.T.

Salvage & Reinstall 18" C.M.P. 44' Inst. 18" C.M.P. 34' Dr. Exc. 15 C.Y.
Abandon 12" Pipe (In Pl)
Abandon 48" C.M.P. 56'
+43 C.M.P. 18" Inst. 20 C.Y. Dr Exc.

74° 01' 00" E.

165 170 175

200' 200'

P/W
100
Const. Rd. App.
Inst. 12" C.M.P. 26'
Dr. Exc. 1 C.Y.

Const. Metal Guard Rail
See Sheet No 7

P/W
+384

Salv. & Reinstall
+178 24" C.M.P. 32'
Inst. 24" C.M.P. 24' (New)
Dr. Exc. 15 C.Y.

18" C.M.P. (In Pl.) Pt. 30'
+126 Extend Lt. 16'
Dr. Exc. 6 C.Y.

Remove Exist'g 12"
C.M.P. 44'
+165 Inst. 18" C.M.P. 70'
Dr. Exc. 15 C.Y.

18" C.M.P. (In Pl.) Pt. 20'
Extend Lt 14'
+448 Dr. Exc. 7 C.Y.

83 84 83

1710
1700
1690
1680

1600' V.C.
2.24%
800' V.C.

Emb 2356
Emb 1927
H. 39 C-Yd. Sta.
S.O.H. 11520 Yd. Sta.
Exc. 925
Emb 146
Exc. 2977
Emb. 3004
Emb. 1573
S.O.H. 10773 Yd. Sta.
Emb 3032

165 170 175 177

OREGON STATE HIGHWAY DEPARTMENT

Salem, Oregon
August 13, 1958

SUBJECT: Malheur Creek - Burton Canyon Section
John Day Highway
Contract 5229
Messrs. Joe H. & Stanley Bolin Complaint

To: Mr. A. F. Peterson
Division Engineer
La Grande

The following is revised estimate of cost of installing pipe at station 137+24 on subject section as per your request of August 8, 1958:

72"X44" Arch type C. M. pipe,	56 Lin. Ft. at	$37.00	$2072.00
End section for 72" arch pipe,	1 only	300.00	300.00
Drainage Excavation	120 Cu. Yd.	5.00	560.00
General Excavation	3100 Cu. Yd.	0.72	2232.00
SCM	16000 Yd. Sta.	0.02	320.00
LCM	32 C-Yd. Sta.	0.50	16.00
TOTAL COST OF INSTALLING 72" ARCH TYPE PIPE			$5340.00

Estimated cost of installing 24" C.M. pipe as per plans:

24" Corr. metal pipe,	56 Lin. Ft.	7.00	392.00
Drainage Excavation	40 Cu. Yds.	3.00	120.00
General Excavation	1900 Cu. Yds.	0.72	1368.00
SCM	11000 Yd. Sta.	0.02	220.00
LCM	20 C-Yd. Sta.	0.50	10.00
TOTAL COST OF INSTALLING 24" C. M. PIPE			$2110.00

INCREASE IN COST TO INSTALL 72" ARCH TYPE PIPE $3230.00

Keats Oliver
Resident Engineer

RECEIVED

Profile
Culvert Station 157+24
Hatchbox Creek Borton Canyon Section
Twin Dia. 4'3" C.M.P.
Contract No. 5229

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Entrance
High Water

Low
Water

John Day River

FORM E-30X—37,500—8-56—96698

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 7, 1958

SUBJECT: Mulesnoe Creek-Burnt Canyon Section
John Day Highway
Messrs. Joe H. & Stanley Bolin Complaint

To:

Mr. Tom Edwards
Construction Engineer
Salem

In compliance with Mr. Williams' letter, under date of July 24, 1958, addressed to the Bolins, Mr. Buckman of the Right of Way Department, Resident Engineer Oliver and myself contacted Mr. Bolin on Tuesday of this week.

Mr. Buckman advises that there was some discussion regarding drainage at station 15[illegible] but he felt quite sure that no promises had been made. I believe that Mr. Bolin does have a legitimate complaint. We have a situation which is similar to the Thorburn problem near Mayville. At the present time water spouts come down the gully and have a fairly good chance to cross over the highway into the ditch and away. However, Mr. Bolin advises that in 1947 when they had a large spout the water did run down the highway and flood his house. This situation is going to be aggrevated when we reconstruct the highway because we have a new grade line which would tend to take any water back toward the house. We have quite a number of places along this stretch of highway where this same condition exists and no damage will result from over flow. As you know it is difficult to design large enough to take care of water spouts. The velocity of the water drops upon crossing the highway thus depositing debris and this plugs or any structure that you would put in.

It is my recommendation that we excavate a ditch line approximately 100' or so above the road making a straight grade from there to the river and placing the largest arch type pipe; namely a 44 x 7. with a flare inlet at the Bolin property. Mr. Bolin indicated that he would be very happy with almost anything larger than a 24-inch pipe.

I asked Mr. Oliver to make a vicinity map showing grade line and estimate of cost for such an installation. If you concur we will obtain a price agreement from the contractor.

A. F. Watson
Division Engineer

AFW:b
cc - Forrest Cooper
A. L. Porter
Keats Oliver

NOTED
FORREST COOPER

RECEIVED
AUG 11 1958
STATE HIGHWAY COMMISSION

Oregon State Highway Department

Federal Aid
Project No. DF-6(3)

MULESHOE CREEK-BURTON CANYON SECTION

OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 5231
Roadway (Sta. 52+00 thru Equations 137+69.3=144+60.9 and 374+35.9=377+41.0 to Sta. 446+01) (Contract No. 5229)

Clearing and Grubbing	All Required		$10,000.00
Drainage Excavation, Unclassified	1,200 cu. yds.	$ 3.00	3,600.00
General Excavation, Unclassified	221,700 cu. yds.	0.72	159,624.00
Short Overhaul	328,900 yd.sta.	0.02	6,578.00
Long Overhaul	1,500 C-yd.sta.	0.50	750.00
Finishing Roadbed and Slopes	7.19 miles	500.00	3,595.00
Rounding Cutbanks	13,800 lin.ft.	0.20	2,760.00
12-inch Corrugated Metal Pipe	160 lin.ft.	3.25	520.00
18-inch Corrugated Metal Pipe	4,200 lin.ft.	4.50	18,900.00
24-inch Corrugated Metal Pipe	220 lin.ft.	7.00	1,540.00
36-inch Corrugated Metal Pipe	100 lin.ft.	11.00	1,100.00
48-inch Corrugated Metal Pipe	40 lin.ft.	15.00	600.00
36-inch Elliptical Inlets	1 only	125.00	125.00
Salvaging Culvert Pipe	380 lin.ft.	1.50	570.00
Metal Guard Rail	12,000 lin.ft.	2.50	30,000.00
Metal Sight Posts, Double Reflectors	220 only	4.00	880.00
Coarse Crushed Material in Base	90,500 tons	1.40	126,700.00
3/4" - 0 Material in Base	13,600 tons	1.50	20,400.00
Sprinkling	2,100 M-Gals.	2.00	4,200.00
Preparation of Base	7.19 miles	100.00	719.00
3/4" - 0 Material in Binder Course	1,330 tons	2.40	3,192.00
Furnishing and Placing Aggregates	5,220 tons	2.40	12,528.00
MC-2 Asphalt	150 tons	46.75	7,012.50
120-150 Asphalt	330 tons	44.50	14,685.00
RS-1 Asphalt	100 tons	46.30	4,630.00
			$ 435,208.50
Flagging (57½ of Contractor's Cost)	All Required		5,000.00
Adjust Utilities By Columbia Power Coop. Assn.	All Required		2,700.00
A.C. Paving Bridge Decks (S.F.)	All Required		1,500.00
	Subtotal		$ 444,408.50
	10% Engr. & Cont.		44,440.85
	Total		$ 488,849.35

Oregon State Highway Department

Federal Aid
Project No. DF-6(3)

Type Code X021
Alder Creek Bridge (Sta. 129/22.50 to Sta. 130/36.75)(Contract No. 5229)

Removal of Bridge & Maintenance of Traffic	All Required		$ 1,250.00
Structural Excavation	150 cu.yds.	$ 5.00	750.00
Class "A" Concrete	240 cu.yds.	73.00	17,520.00
Metal Reinforcement	55,600 lbs.	0.15	8,340.00
			$27,860.00

Type Code X021
Juniper Creek Bridge (Sta. 185/42.75 to Sta. 186/34.25)(Contract No. 5229)

Removal of Bridge & Maintenance of Traffic	All Required		$ 1,250.00
Structural Excavation	190 cu.yds.	$ 5.00	950.00
Class "A" Concrete	216 cu.yds.	73.00	15,768.00
Metal Reinforcement	48,700 lbs.	0.15	7,305.00
			$25,273.00

Type Code X021
Mathias Creek Bridge (Sta. 326/73.75 to Sta. 327/42.25) (Contract No. 5229)

Removal of Bridge & Maintenance of Traffic	All Required		$ 1,250.00
Structural Excavation	110 cu.yds.	$ 5.00	550.00
Class "A" Concrete	148 cu.yds.	73.00	10,804.00
Metal Reinforcement	33,700 lbs.	0.15	5,055.00
			$17,659.00

Type Code X021
Harper Creek Bridge (Sta. 360/40.75 to Sta. 361/09.25)(Contract No. 5229)

Removal of Bridge and Maintenance of Traffic	All Required		$ 1,250.00
Structural Excavation	100 cu.yds.	$ 5.00	500.00
Class "A" Concrete	125 cu.yds.	73.00	9,125.00
Metal Reinforcement	31,600 lbs.	0.15	4,740.00
			$15,615.00

Subtotal	$86,407.00
10% Engr. & Cont.	8,640.70
Total	$95,047.70

Oregon State Highway Department

Federal Aid
Project No. DF-4(3)

Length of Roadway.	7.190 Miles
Length of 4 Structures	0.065 Mile
Total Length	7.255 Miles
Cost of Roadway Per Mile	$67,990.17

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "LF" Funds	State Funds
Roadway	$498,849.35	$364,600.00	$76,700.00	$47,549.35
Structures	$ 95,047.70	70,900.00	14,900.00	9,247.70
	$583,897.05	$435,500.00	$91,600.00	$56,797.05

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

MULESHOE CREEK-BURTON CANYON SECTION

PROJECT No. DF-6(3)

(Estimate of costs of work to be done by Columbia Power Co-op. Assn.)

Labor	$ 1,559.80
Material	1,630.00
Less Salvage	460.00
	$ 2,729.80
Use	$ 2,700.00

Oregon State Highway Department

Federal Aid
Project No. DF-6(3)

MULESHOE CREEK-BURTON CANYON SECTION

OF THE JOHN DAY HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 28, 1958

Type Code 5231
Roadway (Sta. 52+00 thru Equations 137+69.3 = 144+60.9 and 374+35.9 = 377+41.0 to Sta. 446+01)

Clearing and Grubbing	All Required			$10,000.00
Drainage Excavation, Unclassified	1,200	cu. yds.	$3.00	3,600.00
General Excavation, Unclassified	221,700	cu. yds.	0.60	133,020.00
Short Overhaul	328,900	yd. stas.	0.01	3,289.00
Long Overhaul	1,500	C-yd. stas.	0.40	600.00
Finishing Roadbed and Slopes	7.19	miles	1,000.00	7,190.00
Rounding Cutbanks	13,800	lin. ft.	0.18	2,484.00
12 Inch Corrugated Metal Pipe	160	lin. ft.	3.75	600.00
18 Inch Corrugated Metal Pipe	4,200	lin. ft.	5.00	21,000.00
24 Inch Corrugated Metal Pipe	220	lin. ft.	7.50	1,650.00
36 Inch Corrugated Metal Pipe	100	lin. ft.	14.50	1,450.00
48 Inch Corrugated Metal Pipe	40	lin. ft.	25.00	1,000.00
36 Inch Elliptical Inlets	1	only	125.00	125.00
Salvaging Culvert Pipe	380	lin. ft.	3.00	1,140.00
Metal Guard Rail	12,000	lin. ft.	3.00	36,000.00
Metal Sight Posts, Double Reflectors	220	only	3.75	825.00
Coarse Crushed Material in Base	90,500	tons	1.35	122,175.00
3/4" - 0 Material in Base	13,600	tons	1.50	20,400.00
Sprinkling	2,100	M-gals.	3.00	6,300.00
Preparation of Base	7.19	miles	287.00	2,063.53
3/4" - 0 Material in Binder Course	1,330	tons	2.87	3,817.10
Furnishing and Placing Aggregates	5,220	tons	2.87	14,981.40
MC-2 Asphalt	150	tons	52.00	7,800.00
120-150 Asphalt	330	tons	50.00	16,500.00
RS-1 Asphalt	100	tons	52.00	5,200.00
				$423,210.03
Flagging (57½ of Contractor's Cost)	All Required			5,000.00
Adjust Utilities by Blue Mtn. Telephone, Inc.	All Required			800.00
Adjust Utilities by Columbia Power Corp.	All Required			720.00
A.C. Paving Bridge Decks (S.F.)	All Required			1,500.00
	Subtotal			$431,230.03
	10% Engr. & Cont.			43,123.00
	Total			$474,353.03

Type Code X021
Alder Creek Bridge (Sta. 129+22.50 to Sta. 130+36.75)

Removal of Bridge and Maintenance of Traffic	All Required		$ 2,000.00
Structural Excavation	150 cu. yds.	$8.00	1,200.00
Class "A" Concrete	240 cu. yds.	80.00	19,200.00
Metal Reinforcement	55,600 lbs.	0.14	7,784.00
			$30,184.00

Type Code X021
Juniper Creek Bridge (Sta. 185+65.75 to Sta. 186+34.25)

Removal of Bridge and Maintenance of Traffic	All Required		$ 2,000.00
Structural Excavation	115 cu. yds.	$8.00	920.00
Class "A" Concrete	155 cu. yds.	80.00	12,400.00
Metal Reinforcement	34,000 lbs.	0.14	4,760.00
			$20,080.00

Type Code X021
Mathes Creek Bridge (Sta. 326+73.75 to Sta. 327+42.25)

Removal of Bridge & Maintenance of Traffic	All Required		$ 2,000.00
Structural Excavation	110 cu. yds.	$8.00	880.00
Class "A" Concrete	148 cu. yds.	80.00	11,840.00
Metal Reinforcement	33,700 lbs.	0.14	4,718.00
			$19,438.00

Type Code X021
Harper Creek Bridge (Sta. 360+40.75 to Sta. 361+09.25)

Removal of Bridge & Maintenance of Traffic	All Required		$ 2,000.00
Structural Excavation	100 cu. yds.	$8.00	800.00
Class "A" Concrete	120 cu. yd.	80.00	9,600.00
Metal Reinforcement	31,600 lbs.	0.14	4,424.00
			$16,824.00

Subtotal	$86,526.00
10% Engr. & Cont.	8,652.60
Total	$95,178.60

Length of Roadway 7.194 miles
Length of 4 Structures 0.061 miles
Total Length 7.255 miles
Cost of Roadway per Mile $65,937.31

SUMMARY OF FUNDS

Description	Total Cost	Federal "BRF" Funds	Federal "BRS" Funds	State Funds
Roadway	$474,353.03	$353,000.00	$75,800.00	$45,553.03
Structures	95,178.60	71,000.00	15,200.00	8,978.60
	$569,531.63	$424,000.00	$91,000.00	$54,531.63

Oregon State Highway Department

Federal Aid
Project No. DF-6(3)

MULESHOE CREEK-BURTON CANYON SECTION OF THE

JOHN DAY HIGHWAY IN WHEELER

COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon June 4, 1958

Type Code 5231
Roadway (Sta. 52+00 thru Equations 137+69.3 = 144+60.9 and 374+35.9 = 377+41.0 to Sta. 446+01)

Clearing and Grubbing	All Required		$ 35,500.00
Drainage Excavation, Unclassified	1,200 cu. yds.	3.00	3,600.00
General Excavation, Unclassified	221,700 cu. yds.	.65	144,105.00
Short Overhaul	328,900 yd. stas.	.01	3,289.00
Long Overhaul	1,500 C-yd. stas.	.40	600.00
Finishing Roadbed and Slopes	7.19 miles	1,000.00	7,190.00
Rounding Cutbanks	13,800 lin. ft.	.20	2,760.00
12-inch Corrugated Metal Pipe	160 lin. ft.	3.75	600.00
18-inch Corrugated Metal Pipe	4,200 lin. ft.	5.00	21,000.00
24-inch Corrugated Metal Pipe	220 lin. ft.	7.50	1,650.00
36-inch Corrugated Metal Pipe	100 lin. ft.	14.50	1,450.00
48-inch Corrugated Metal Pipe	40 lin. ft.	25.00	1,000.00
36-inch Elliptical Inlets	1 only	150.00	150.00
Salvaging Culvert Pipe	380 lin. ft.	3.00	1,140.00
Metal Guard Rail	12,000 lin. ft.	3.00	36,000.00
Metal Sight Posts, Double Reflector	220 only	3.75	825.00
Coarse Crushed Material in Base	90,500 tons	1.40	126,700.00
3/4" - 0 Material in Base	13,600 tons	1.60	21,760.00
Sprinkling	2,100 M-gals.	3.00	6,300.00
Preparation of Base	7.19 miles	287.00	2,063.53
3/4" - 0 Material in Binder Course	1,330 tons	2.87	3,817.10
Furnishing and Placing Aggregates	5,220 tons	2.87	14,981.40
MC-2 Asphalt	150 tons	55.00	8,250.00
120-150 Asphalt	330 tons	53.00	17,490.00
RS-1 Asphalt	100 tons	55.00	5,500.00
			$467,721.03
Flagging (57½% of Contractor's Cost)	All Required		5,000.00
Adjust Utilities by Blue Mtn. Telephone Inc.	All Required		800.00
Adjust Utilities by Columbia Power Corp.	All Required		720.00
A. C. Paving Bridge Decks (S.F.)	All Required		1,500.00
	Subtotal		$475,741.03
	10% Engr. & Cont.		47,574.10
	Total		$523,315.13

Type Code X021
Alder Creek Bridge (Sta. 129+22.50 to Sta. 130+36.75)

Removal of Bridge and Maintenance of Traffic	All Required		$ 4,500.00
Structural Excavation	150 cu. yds.	8.00	1,200.00
Class "A" Concrete	240 cu. yds.	80.00	19,200.00
Metal Reinforcement	55,600 lbs.	.14	7,784.00
			$ 32,684.00

Type Code X021
Juniper Creek Bridge (Sta. 185+65.75 to Sta. 186+34.25)

Removal of Bridge and Maintenance of Traffic	All Required		$ 4,500.00
Structural Excavation	190 cu. yds.	8.00	1,520.00
Class "A" Concrete	204 cu. yds.	80.00	16,320.00
Metal Reinforcement	48,700 lbs.	.14	6,818.00
			$29,158.00

Type Code X021
Mathias Creek Bridge (Sta. 326+73.75 to Sta. 327+42.25)

Removal of Bridge and Maintenance of Traffic	All Required		$ 4,500.00
Structural Excavation	110 cu. yds.	8.00	880.00
Class "A" Concrete	148 cu. yds.	80.00	11,840.00
Metal Reinforcement	33,700 lbs.	.14	4,718.00
			$21,938.00

Type Code X021
Harper Creek Bridge (Sta. 360+40.75 to Sta. 361+09.25)

Removal of Bridge and Maintenance of Traffic	All Required		$ 4,500.00
Structural Excavation	100 cu. yds.	8.00	800.00
Class "A" Concrete	120 cu. yds.	80.00	9,600.00
Metal Reinforcement	31,600 lbs.	.14	4,424.00
			$19,324.00
	Subtotal		$103,104.00
	10% Engr. & Cont.		10,310.40
	Total		$113,414.40

Length of Roadway. . . . . 7.194 miles
Length of 4 Structures . . . . . 0.061 mile
Length , Total . . . . . 7.255 miles
Cost of Roadway per mile $72,743.27

Summary of Funds

Description	Total Cost	Federal DF Funds	Federal LF Funds	State Funds
Roadway	$ 523,315.13	$ 390,000.00	$ 83,000.00	$ 50,315.13
Structures	113,414.40	84,000.00	17,000.00	12,414.40
	$ 636,729.53	$ 474,000.00	$100,000.00	$ 62,729.53

FORM E-123 SM 4-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

June 13, 1958

TO ALL PROSPECTIVE BIDDERS ON THE
MULE SHOE-BURTON CANYON SECTION
BIDS TO BE RECEIVED JUNE 17, 1958

Gentlemen:

Corrections on the summary Sheet No. 2 of the plans shall be made to read as follows and Bid Item No. 28 is to be corrected accordingly:

	Total	Alder	Juniper	Mathias	Harper
Class "A" Concrete	729	240	216	148	125

Very truly yours,

W. C. Williams
State Highway Engineer

DGD:njs

Oregon State Highway Department

Federal Aid
Project No. DF-6(3)

MULESHOE CREEK-BURTON CANYON SECTION

OF THE JOHN DAY HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 16, 1958

Type Code 5231

Roadway (Sta. 52+00 thru Equations 137+69.1 = 144+60.9
and 374+35.9 = 377+41.0 to Sta. 444+01)

Clearing and Grubbing	All Required	$	$ 35,500.00
Drainage Excavation, Unclassified	1,200 cu. yds.	3.00	3,600.00
General Excavation, Unclassified	221,700 cu. yds.	0.65	144,105.00
Short Overhaul	328,900 yd. stas.	0.01	3,289.00
Long Overhaul	1,500 C-yd. stas.	0.40	600.00
Finishing Roadbed and Slopes	7.19 miles	1,000.00	7,190.00
Rounding Cutbanks	13,800 lin. ft.	0.20	2,760.00
12 Inch Corrugated Metal Pipe	160 lin. ft.	3.75	600.00
18 Inch Corrugated Metal Pipe	4,200 lin. ft.	5.00	21,000.00
24 Inch Corrugated Metal Pipe	220 lin. ft.	7.50	1,650.00
36 Inch Corrugated Metal Pipe	100 lin. ft.	14.50	1,450.00
48 Inch Corrugated Metal Pipe	40 lin. ft.	25.00	1,000.00
36 Inch Elliptical Inlets	1 only	150.00	150.00
Salvaging Culvert Pipe	380 lin. ft.	3.00	1,140.00
Metal Guard Rail	12,000 lin. ft.	3.00	36,000.00
Metal Sight Posts, Double Reflectors	220 only	3.75	825.00
Coarse Crushed Material in Base	90,500 tons	1.40	126,700.00
3/4" - 0 Material in Base	13,600 tons	1.60	21,760.00
Sprinkling	2,100 M-Gals.	3.00	6,300.00
Preparation of Base	7.19 miles	287.00	2,063.53
3/4" - 0 Material in Binder Course	1,330 tons	2.87	3,817.10
Furnishing and Placing Aggregates	5,220 tons	2.87	14,981.40
MC-2 Asphalt	150 tons	55.00	8,250.00
120-150 Asphalt	330 tons	53.00	17,490.00
RS-1 Asphalt	100 tons	55.00	5,500.00
			$467,721.03
Flagging (57½ of Contractor's Cost)	All Required		5,000.00
Adjust Utilities by Blue Mtn. Telephone, Inc.	All Required		800.00
Adjust Utilities by Columbia Power Corp.	All Required		720.00
A. C. Paving Bridge Decks (S.F.)	All Required		1,500.00
	Subtotal		475,741.03
	10% Engr. & Cont.		47,574.10
	Total		$523,315.13

Type Code X021
Alder Creek Bridge (Sta. 129+22.50 to Sta. 130+36.75)

Removal of Bridge & Maintenance of Traffic	All Required		$ 4,500.00
Structural Excavation	150 cu. yds.	$ 8.00	1,200.00
Class "A" Concrete	240 cu. yds.	80.00	19,200.00
Metal Reinforcement	55,600 lbs.	0.14	7,784.00
			$32,684.00

Type Code X021
Juniper Creek Bridge (Sta. 185+42.75 to Sta. 186+34.25)

Removal of Bridge & Maintenance of Traffic	All Required		$ 4,500.00
Structural Excavation	190 cu. yds.	$ 8.00	1,520.00
Class "A" Concrete	216 cu. yds.	80.00	17,280.00
Metal Reinforcement	48,700 lbs.	0.14	6,818.00
			$30,118.00

Type Code X021
Mathias Creek Bridge (Sta. 326+73.75 to Sta. 327+42.25)

Removal of Bridge & Maintenance of Traffic	All Required		$ 4,500.00
Structural Excavation	110 cu. yds.	$ 8.00	880.00
Class "A" Concrete	148 cu. yds.	80.00	11,840.00
Metal Reinforcement	33,700 lbs.	0.14	4,718.00
			$21,938.00

Type Code X021
Harper Creek Bridge (Sta. 360+40.75 to Sta. 361+09.25)

Removal of Bridge & Maintenance of Traffic	All Required		$ 4,500.00
Structural Excavation	100 cu. yds.	$ 8.00	800.00
Class "A" Concrete	125 cu. yds.	80.00	10,000.00
Metal Reinforcement	31,600 lbs.	0.14	4,424.00
			$19,724.00
		Subtotal	$104,464.00
		10% Engr. & Cont.	10,446.40
		Total	$114,910.40

Length of Roadway	7.190 Miles
Length of 4 Structures	0.065 Miles
Total Length	7.255 Miles
Cost of Roadway per Mile	$72,743.27

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "UF" Funds	State Funds
Roadway	$523,315.13	$390,000.00	$ 83,000.00	$50,315.13
Structures	$114,910.40	85,000.00	17,000.00	12,910.40
	$638,225.53	$475,000.00	$100,000.00	$63,225.53

FORM E-123 SM 4-58

RECEIVED
AUG 1 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
ROBERT B. CHESSMAN, MEMBER, ASTORIA
KENNETH N. FRIDLEY, MEMBER, WASCO
H. B. GLAISYER, SECRETARY, SALEM

Dt-6(2)
5229

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 31, 1958

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Newport Construction Co.
7031 N.E. Halsey St.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5229, awarded June 19, 1958, for Structures, Grading and Oiling the Maleshoe Creek-Burton Canyon Section of the John Day Highway in Wheeler County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 28 1958
FOR FILING
NF-6(3)
2227

882

July 28, 1958

Messrs. Joe H. and Stanley Bolin
Fossil
Oregon

Gentlemen:

With reference to your letter of July 21 regarding fencing and drainage problems near Station 157 on the Mule-shoe Creek--Burton Canyon Section of the John Day Highway, I wish to advise that we will make payment for the portion of the fencing which you have done in accordance with the right-of-way agreement between yourselves and the Highway Department. You may expect payment for this in about three or four weeks, the time it takes to process such payments.

With regard to the matter of the 76-inch culvert, we can find no record that we are committed for such an installation. Our present plan is for the salvaging and reinstallation, along with some lengthening, of the 24-inch culvert that is now in place at this point. I am asking our Division Engineer to contact you in company with the Right of Way Agent who dealt for your property and to discuss this matter of the culvert with you. We will await the report of our Division Engineer before making a final decision in this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. A. F. Parson
Mr. R. L. Porter
Mr. Tom Edwards

LHY:jc fn

July 18, 1958
Fossil Oregon

State Highway Dept.
Salem Oregon

PLEASE RETURN TO
FORREST COOPER

Dear Sir:—

In regards to the right of way that way bought from Bessie and John E. Butler, and Joe A. and Stanley Bolin.

Station 157 there was an additional piece of land bought so they could put in a 78 inch culbert to take care of water spouts. It under stand the contractor told me there was only a 24 inch culbert to go in there. This will damage our property as it will throw the water course against the houses. They agreed to put the 78 inch culbert in when they bought the land.

We have finished all the fence on the west side, that could be put in till the road is finished. as we had to give them detour around.

the Alder Creek bridge. And we cannot build the last 80 rods of barb wire fence until the road is graded. We have finished 160 rods of woven wire, and would like to get a payment on it. We have fulfilled our agreement with the State road Dept. I expect the Highway Dept. to stay with their agreement.

I must have a reply from this letter in ten days or I am taking action against the State.

I am not going to allow them to put something in here to damage our property.

Sincerly
Joe. H. Bolin
Stanley Bolin
Fossil
Oregon

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 23 1958
FOR FILING

July 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging costs on the Hilgard Creek-Burton Canyon Section of the John Day Highway in Umatilla County, Contract No. 5229, in connection with Federal Aid Project No. IM-6(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DFB:lmw

RECEIVED
JUL 21 '58
FOR FILING

DF-6(3)

When replying, refer to:
08-35.5

5201

408 State Highway Bldg.
Salem, Oregon

July 18, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-6(3)
Muleshoe-Burton Canyon Sec.
John Day Highway
Columbia Power Co-Op Assn.
Power Line Adjustment

Dear Sir:

We are approving the agreement as evidenced by the exchange of letters between the State and Columbia Power Co-Op Association, covering adjustment of their Power Line on the above project.

Authorization is hereby granted to proceed with the necessary adjustments as of July 16, 1958. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

NOTED

Orig to SNP

RECEIVED
JUL 17 1958
FOR FILING

July 16, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting the Columbia Power Co-op Association power line on the Mitchell Creek-Burton Canyon Section of the John Day Highway in Wheeler County, Oregon Project DF-6(3):

1. Copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Association for adjusting portions of its line.

2. Copies of the Association's estimate for the adjustments.

3. Project plan sheets 5, 9, 10 and 14 showing the present location and revisions to be made in the power line

Your approval of the agreement and authority to proceed with the work under the provisions of PPM 30-4, as of this date is are requested.

Very truly yours,

J. H. Probst
Office Engineer

DHP:lmw

FORM E-123X 12,500 4-58

RECEIVED
JUL 18 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5229

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 15, 1958

Columbia Power Co-op Association
Monument, Oregon

Re: Columbia Power Co-op Association
Power Line Adjustment
Muleshoe Creek-Burton Canyon
John Day Highway
Wheeler County

Gentlemen:

Bids on the above titled project were received on June 17, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustments involve work at the following locations:

An anchor on the northerly side of the highway near Station 129+50 must be relocated.

A pole line consisting of 5 poles between Stations 253 and 275 must be relocated.

The three guys and anchors at the substation near Station 136 must be relocated.

NOTED

A pole line consisting of 3 poles between Stations 417 and 424 must be relocated.

All the existing facilities were constructed off the existing highway right of way. The pole line between Stations 253 and 275 is located on public lands, and the rest is on private property so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustment of the facilities under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. Keats Oliver, Box 355, Condon, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. Dean Swift
Mr. Keats Oliver
Mr. F. W. Farrar

RECEIVED
JUL 16 1958
FOR FILING

DF-6(3)
5229

July 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 9, 1958, on Contract No. 5229, Mulesho Creek-Burton Canyon Section, in Wheeler County, in connection with Federal Aid Project No. DF-6(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

[illegible]

RECEIVED
JUN 27 1958
FOR FILING
UF-6 (3)
9221

June 26, 1958

Mrs. Gladys Young
Box 128
Lexington, Oregon

Dear Madam:

At the Highway Commission meeting June 19, Newport Construction Company, 7031 N. E. Halsey Street, Portland 13, was awarded a contract for highway construction about five miles west of Spray.

This is in reply to your letter of June 23 concerning the status of this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

Lexington Oregon
June 23. 1938
Ex 128-

State Highway Dept.
Salem Oregon

REFERRED TO
[illegible]
SECRETARY

Dear Sirs

I understand there is a contract let to rebuild Spray and Fossil road. Would it be possible to obtain the name of the Contractor. Will they start on the Spray end first? I am not trying to stop the wheels of progress, just interested in getting some men to board in my home in Spray.

Yours Truly
Mrs. Gladys Young

RECEIVED
JUN 24 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 24 1958
FOR FILING
DF-6(-)
21-7

June 23, 1958

Newport Construction Company
7031 Northeast Halsey Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 awarded to you State Highway Contract No. 5229 for grading and oiling on the Muleshoe Creek-Burton Canyon Section of the John Day Highway in Wheeler County.

This award was based on your bid of $521,615.50 which was the low bid submitted to the Commission on June 17, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
When replying,
refer to 08-35.4-0
DF-6(3)
5229

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 19, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5229 for Oregon Project DF-6(3), Muleshoe Creek-Burton Canyon Section of the John Day Highway, to Newport Construction Company of Portland, Oregon, low bidder in the amount of $521,615.50 at the June 17, 1958 bid opening.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

RECEIVED
JUN 23 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35.4

June 2, 1958

DF-6(3)

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project No. DF-6(3)
Muleshoe Creek-Burton Canyon
Section of the John Day Highway

Dear Sir:

We have today approved P. S. and E. documents, subject project.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer
E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

RECEIVED
JUN 1958
OFFICE OF
ENGINEER

FAP S-1(5) Coleman Cr.-Short Cr. Sec. 1958

5230

Contract 5230 1-27-61

RECEIVED
JAN 30 1961
FOR FILING

Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Tillamook

Project number: S-1(5)

Agency transaction number:

Project report number: 6

FAP S-1(5)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 23, 19 58, is hereby modified as follows:

Revised estimated total cost of project $ 123,490

Revised Federal funds $ 75,872

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27 day of January, 1961.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

USComm-DC 11170

January 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Coleman Creek-Short Creek Section, Project No. S-1(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

RECEIVED
JUL 31 1958
FOR FILING

Form A-2
(9-12-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Monthly Transaction No. 7-94

Project Report No. 3-1(5)

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Tillamook

Project No.: S-1(5)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini: **Short Creek-Biggs Cove Section - From North end S-1(4) northerly approximately 1.8 miles. A county road on State Highway 616.**

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4/22/58	1.75
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 117,231.40	$ 72,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

Date executed by Division Engineer July 23, 1958

USComm-DC 40257

July 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the Short Creek-Biggs Cove Section, Project No. S-1(5).

Very truly yours,

M. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMC:lmw

July 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four (4) copies of estimate as a basis for project agreement for the Columbia Creek - Short Creek Section, Project No. S-1 (5).

Sincerely yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

ZEC:rmm

Oregon State Highway Department

Federal Aid Secondary
Project No. S-1(5)

COLEMAN CREEK-SHORT CREEK SECTION OF THE

CAPE MEARES LOOP ROAD IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 1, 1958

Type Code 0010
Roadway (Sta. 108+00 to Sta. 200+00)(Contract No. 5230)

Clearing and Grubbing	All Required		$ 40,000.00
Drainage Excavation, Unclassified	760 cu. yds.	$ 2.00	1,520.00
Embankment Foundation Excavation, Unclassified	1960 cu. yds.	0.45	882.00
General Excavation, Unclassified	176,300 cu. yds.	0.28	49,364.00
Short Overhaul	168,000 yd. sta.	0.01	1,680.00
Long Overhaul	1,800 C-yd. sta.	0.30	540.00
Finishing Roadbed and Slopes	1.74 miles	500.00	870.00
18-inch Concrete Pipe	650 lin. ft.	3.10	2,015.00
24-inch Concrete Pipe	430 lin. ft.	4.65	1,999.50
36-inch Concrete Pipe	90 lin. ft.	8.10	729.00
18-inch Concrete Pipe, Extra Strength	160 lin. ft.	3.90	624.00
24-inch Concrete Pipe, Extra Strength	170 lin. ft.	5.65	960.50
6-inch Perforated Metal Drain Pipe	2,300 lin. ft.	1.55	3,565.00
Special Backfill in Drains	270 cu. yds.	5.00	1,350.00
Sprinkling	190 M-gal.	2.50	475.00
		Subtotal	$106,574.00
		10% Engr. & Cont.	10,657.40
		Total	$117,231.40

Length of Roadway 1.742 miles
Cost of Roadway Per Mile $6,729.70

Federal Funds	$ 72,500.00
State Funds	22,365.70
County Funds	22,365.70
	$117,231.40

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939
Funds for Maint.: Chapter 529, Laws 1939

Note: Necessary funds have been deposited by Tillamook County with the Highway Department.

RECEIVED
JAN 19 1961
FOR FILING

January 18, 1961

Anchor Casualty Company
2700 University Avenue
St. Paul 14
Minnesota

Gentlemen:

You are hereby notified that a post-final payment will be made to Don Greene Construction, Inc., on contract #5230 for grading the Coleman Creek-Short Creek Section of the Cape Meares Loop Road in Tillamook County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $111,182.80, including the post-final payment of $522.23. Of the total, $6,39.23 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Anchor Casualty Co.,
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

cc: Don GreeneConstruction, Inc.,
645 Union Street NE
Salem, Oregon

RECEIVED
NOV 21 1960
FOR FILING

5230

November 18, 1960

Anchor Casualty Company
2700 University Avenue
St. Paul 14
Minnesota

Gentlemen:

State Highway contract #5230 for grading the Coleman Creek-Short Creek Section of the Cape Meares Loop Road in Tillamook County was completed by the contractor, Don Greene Construction, Inc., on August 12, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $5,781.55 will be released to the contractor after acceptance by the Commission. The total contract amount is $110,660.57, of which amount $6,039.23 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Anchor Casualty Co.,
Dearland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

cc: Don Greene Construction, Inc.,
615 Union St. NE
Salem, Oregon

RECEIVED
SEP 30 1960
FOR FILING

N

S-T(-)

5230

September 29, 1960

Don Greene Construction Co. Inc.,
322 Oregon Bldg.,
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 29, 1960, had under discussion your request for an extension of time for 20 additional workdays from 100 days to 120 days within which to complete your contract #5230 without the assessment of liquidated damages, for grading the Coleman Creek-Short Creek Section of the Cape Meares Loop Road in Tillamook County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work was not warranted, and therefore denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: J. H. Walker
R. J. Hall
Tom Edwards
R. L. Fowler
C. H. Matson

RECEIVED
SEP 29 1960
FOR FILING

September 28, 1960

Anchor Casualty Company
2700 University Avenue
St. Paul 14
Minnesota

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Don Greene Construction, Inc., on contract #5230 for grading the Coleman Creek-Short Creek Section of the Cape Meares Loop Road in Tillamook County.

This payment, in the amount of $13,693.96, will be released to contractor on or after October 8, 1960. The retained percentage is $3,135.18.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Anchor Casualty Co.,
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Form E-1—(Rev.)-

5-1(5)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 16, 1960

Section Coleman Creek - Short Creek

Highway Cape Meares Loop County Tillamook

Contractor Don Greene Const., Inc.

Date of contract June 20, 1958

Date work started May 21, 1958

Project authorization . . . . . $ 121,583.25

Exclusive of engineering . . . . $ 112,937.33

Engineering authorization . . . . $ 8,645.92

Engineering cost to date $ 10,750.00, 124 %

Kind of work Grading

Section prefix 529-1065

Contract number 5230

Specified work days 100

Work days used 112

Per cent of time elapsed 112 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 110,750.00

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Date project was completed August 12, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100				

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate completed and submitted to Division Office on Thursday.

FINAL REPORT

NOTED

NOTED

C. E. PAULSEN

Signed E. Hall Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.74				
Miles partially completed					
Miles completed	1.74				
Total estimated quantities (contract)	176,300 C.Y.				
Total quantities corrected to date	178,582 C.Y.				
Estimated quantities moved or placed to date	178,582 C.Y.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Overcast		
Wednesday	Clear		
Thursday	Overcast		
Friday	Overcast		
Saturday			

RECEIVED
AUG 25 1960
FOR FILING
3-1(5)
5230

August 23, 1960

Oregon State Highway Commission

Request for Extension of Time
No. 2
Sept. 29-30 Meeting

Gentlemen:

The contractor on the Coleman Creek-Short Creek section of the Cape Mears Loop Road, Contract No. 5230, has requested an additional 20 workdays in which to complete the construction contract without the assessment of liquidated damages. He lists the following reasons supporting this request:

1. Workdays were charged during May, June and July of 1959 and June of 1960 on which 60 per cent possible production could not be achieved due to the muddy condition of the job.

2. The State did not provide clear right of way prior to the beginning of workday charges.

The muddy conditions referred to by the contractor are not abnormal for the coastal section in which this project is located. The contractor could have obtained, on the days protested, much more than 60 per cent production possible at the stage of construction if he had utilized equipment suited to the coastal work. Projects constructed in this coastal area such as this are almost always wet, even after several months of dry weather. If we follow the contractor's interpretation that he could not be charged when the ground was muddy, we would undoubtedly not be able to construct highways in the coastal area.

The second reason is also invalid in that all right of way on the project was turned over to the contractor on June 27, 1958. The first workday was charged June 30, 1958.

It is recommended that the request for an extension of time to complete this contract be denied. The Bureau of Public Roads has been contacted and concurs in this recommendation.

This will be on the agenda for the September 29-30 meeting.

Very truly yours,

R. G. Williams
State Highway Engineer

cc: Mr. Tom Edwards
FBK:fp ms

RECEIVED
AUG 18 1960
FOR FILING
FAP 5-1 (5)
5230

August 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 12, 1960, on Contract No. 5230, Coleman Creek-Short Creek Section, in Tillamook County, in connection with Federal Aid Project No. S-1(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

FORM S-123 5M 4-58

RECEIVED
JUL 7 - 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1958

Don Greene Const., Inc.
322 Oregon Bldg.
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5230, awarded June 20, 1958, for grading on the Coleman Creek-Short Creek Section of the Cape Meares Loop Road in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUN 30 1958
FOR FILING

June 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 21, 1958, on Contract No. 5230, Coleman Creek-Short Creek Section, in Tillamook County, in connection with Federal Aid Project No. S-1(5).

Very truly yours,

W. C. Williams
State Highway Engineer

DEP:HFh

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
JUL 17 1950
FOR FILING
X-1(5)
5210

June 20, 1950

Don Greene Construction Company
322 Oregon Building
Salem, Oregon

Gentlemen:

The State Highway Commission on May 3, 1950 accepted your proposal for grading on the Coleman Creek-Short Creek section of the Cape Meares Loop Road in Tillamook County for the sum of $106,574 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5230.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

lle

cc: Tom Edwards
S. H. Probert
R. G. Savage (SLAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 20, 1958

Don Greene Const. Co.
322 Oregon Bldg.
Salem, Oregon

Gentlemen:

Contract for Coleman Creek-Short Creek Section of Cape Meares Loop Road, Tillamook County for which you submitted low bid on May 8, 1958 awarded you today.

Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting (5003-900)
C. W. Head
Files

6 13 58

LOCATION PROSPECTUS, COLEMAN CREEK - TILLAMOOK BAY SECTION
CAPE MEARES LOOP ROAD TILLAMOOK COUNTY

The following prospectus is submitted regarding Coleman Creek-Tillamook Bay Section of the Cape Meares Loop Road in Tillamook County. The Northerly end of the survey connection to the Tillamook Bay Road, 5.2 miles Westerly of the Netarts-Cape Meares Junction, and running Southerly to Station 200+00 of the Coleman Creek-Short Creek Section recently let under contract. Overall length of the project is 0.7 miles.

The purpose of the project is to prepare plans and estimate of costs for grading and drainage of this proposed county road. No towns are involved in this survey.

The general route closely approximates the existing facility. The preliminary line was run by D. C. King. Soils investigation will be made. Need for an additional economic analysis is not anticipated.

A traffic count for this section is not available.

A Type E-45 (Modified) design is to be used with maximum grade of 10%, maximum curvature of 18 degrees. The typical roadbed when surfaced by the county will be two 10-foot lanes with two foot shoulders. The proposed subgrade is to be 32 feet in width.

Estimated rise and fall is 240 feet with estimated central angle of 300 degrees.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin #19, is as follows: 32 foot subgrade width, maximum of 10% grade, and two foot shoulders.

This is a county secondary highway with unrestricted access. There are no railroad or stream crossings.

Surfacing is not included in this survey as this work is to be performed by the County.

Agreement has been made with the County.

NOTED
G. S. PAXSON

June 13, 1958

Attachment

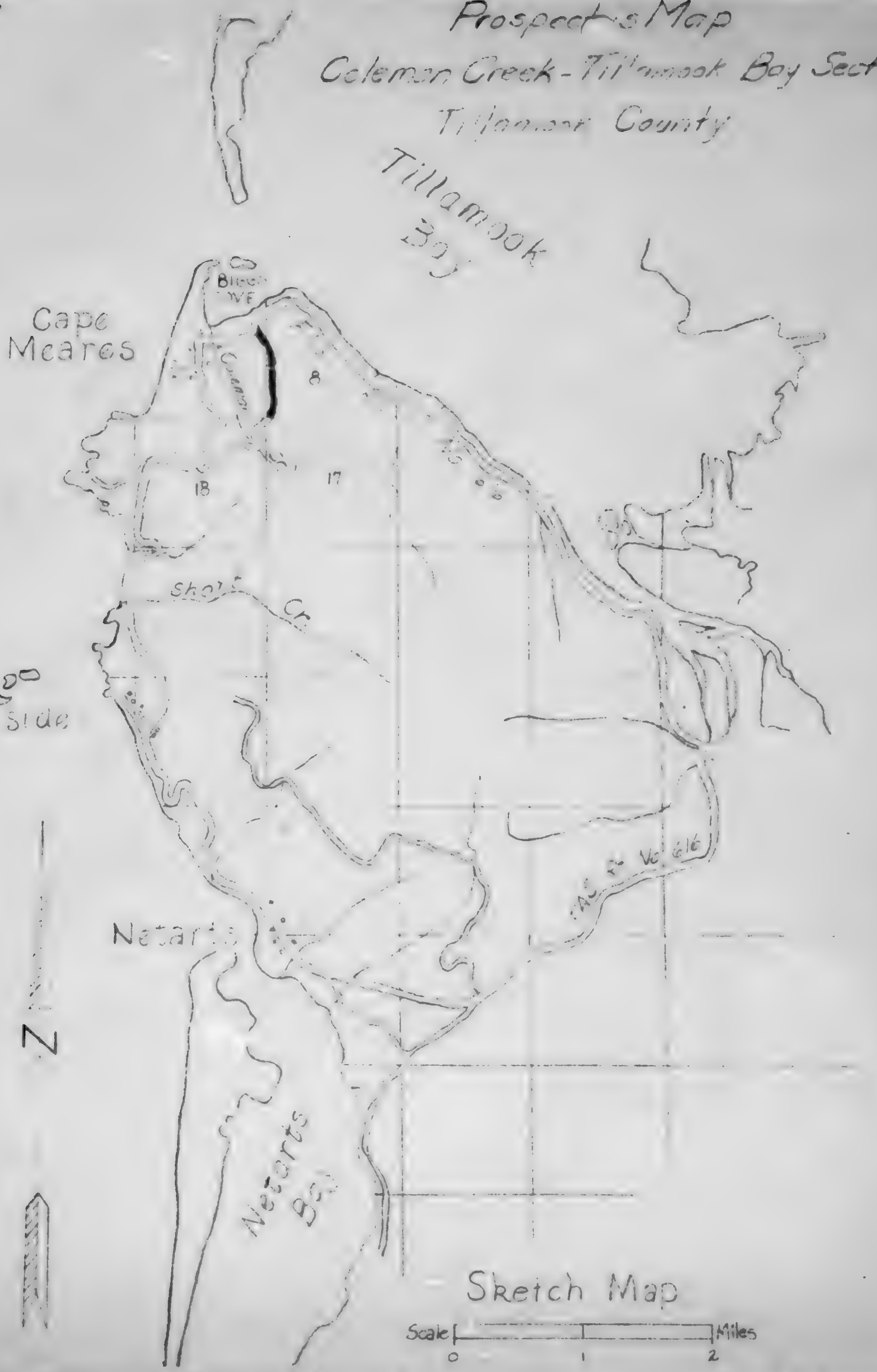
cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
D. C. King
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
JUN 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Prospect's Map

Coleman Creek - Tillamook Bay Section

Tillamook County



RECEIVED
MAY 1958
FOR FILING

T. Mnt. # 344
Finance #194

S-1(5)

Salem, Oregon
May 13, 1958

FAS Project Agreements
Tillamook County

Mr. C. G. Swenson
City & County Relations Dept.,Engr.
O f f i c e

Attention: Mr. John D. Gresham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Tillamook County covering the Coleman Creek-Short Creek Section of FAS 616 in Tillamook County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Tillamook County.

Secretary

rn
Attach: 5

FORM E-90 50M 8-57—6803

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1958

SUBJECT: FAS Project Agreements
Tillamook County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a finance agreement covering the Coleman Creek-Short Creek Section of FAS 616 in Tillamook County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of an maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Commission on June 27, 1957.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ST. STATE HIGHWAY ENGINEER
Date May 2, 1958

RECEIVED
MAY 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-27-57 Minute Page 36
H. B. Leamy
Secretary

RECEIVED
MAY 11 1958
FOR FILING

May 13, 1958

County Court of Tillamook County
Court House
Tillamook, Oregon

Gentlemen:

We are enclosing for the records and files of Tillamook County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Tillamook County covering the Coleman Creek-Short Creek Section of FAS 616 in Tillamook County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

DF-117(22) Springfield Sec. 1958

#5231

C&A
1984

RECEIVED
MAR - 3 1959
FOR FILING

DU-117(22)
5231

March 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three corrected copies of Form PR-47, Statement of Materials and Supplies Used By Contractor on the Springfield Section in Lane County, Contract No. 5231, Federal Project No. DU-117(22).

A detailed check by the Cost Analysis Division with the contractor and subcontractor has determined that the total cost of Materials and Supplies included the total paid to the subcontractor and not his costs. The total cost of all Materials and Supplies is corrected to $22,112 instead of $30,705.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

S. H. Probert
Office Engineer

Enclosure

RECEIVED
MAR 11 1959
FOR FILING

Filed

OREGON STATE HIGHWAY DEPARTMENT

(date) February 4, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
94-117 (22)	6 Final	T. C. Wildish	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5231	H235756	$1,211.33	2-4-59
2564			

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 70 workdays from June 30, 1958

Time Extensions: None

Completion Date: Nov. 7, 1958

Date Accepted: Mar. 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 6, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Hoyt Ewing
[redacted]
Secretary

Warrant Mailed: MAR 6 1959

NOTED ON CARD

RECEIVED
JAN 2 3 1959
FOR FILING
(11-7-22)
5231

Jan. 27, 1959

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5231, for grading and paving on the Springfield Section of the McKenzie Highway in Lane County was completed by the contractor, T. C. Wildish, on Nov. 7, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,211.33 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $40,474.65, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

RECEIVED
JAN 1 - 1959
FOR FILING

21-17 (2)
5231

A

Dec. 31, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to T. C. Wildish in connection with Contract No. 5231, for grading and paving on the Springfield Section of the McKenzie Highway in Lane County.

This payment, in the amount of $664.03, will be released to the contractor on or after Jan. 10, 1959. The retained percentage is $1,214.33.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 11 1958
FOR FILING

DU-117 (22)

When replying, refer to
08-35.4

December 10, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force work,
dated September 29, 1958. Seeding
and fertilizing Springfield Section,
McKenzie Highway, Project DU-117(22).
Amount of order $500. Federal
participation $300.

Dear Sir:

Reference is made to your letter of November 21, 1958 concerning subject order.

We are approving the use of State Force as being in the public interest for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

orig. to Project

NOTED
FORREST COOPER

RECEIVED
NOV 21 1958
FOR FILING

DU-117(22)
5231

November 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224 covering seeding on the Springfield Section of the Halsey-Eugene Highway in Lane County, Contract No. 5231, in connection with Federal Aid Project No. DU-117(22).

This order has been revised to establish the cost under FPR 21-6.3, Rev. 9(b), force account basis, instead of a unit price basis as requested in your letter of November 17, 1958, your file 08.-35.4. The acreage has not been determined, but will be submitted with force account bills as you have requested.

This work is unusual in that normal procedure and equipment cannot be used.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
NOV 20 1958
FOR FILING

DU 117 (22)

When replying, refer to
08-35.4

5231

November 17, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force work
Dated September 29, 1958
Seeding and fertilizing Springfield
Section, McKenzie Hwy., Project No. DU-117-22

Dear Sir:

While we do not question the propriety of participation in the work contemplated under the above order, we are returning it with a request for a change in form of submission.

It would appear that this work could be considered to be unusual in nature and as such should have the cost established as set forth in PPM 21-6.3, Par. 9(b) under the sentence providing for this type of situation.

Please resubmit the order under the above procedure and indicate the actual acreage on which the work is to be performed.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

Orig to Project

RECEIVED
NOV 21 1958
FOR FILING

D-117 (#2)

5231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1958

SUBJECT:

State Force Order
Seeding
Contract No. 5231

To:

Mr. M. E. Mayfield
Resident Highway Engineer
2141 E. 15th St.,
Eugene, Oregon

Herewith is revised Order for State Force Work covering seeding on the Springfield Section in Lane County, Contract No. 5231.

The Bureau of Public Roads has requested that in this particular instance the order be made on force account basis rather than unit price. This is due to a question of acreage involved and that the work cannot be done in the usual manner.

We have revised the order to conform to the B.P.R. request in order to obtain Federal participation. The Bureau will still need to know the acreage involved.

S. H. Probert
Office Engineer

cc: Tom Edwards
F. D. Morgan
H. H. Astrup

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

November 17, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force work
Dated September 29, 1958
Seeding and fertilizing Springfield
Section, McKenzie Hwy., Project No. DU-117-2

Dear Sir.

While we do not question the propriety of participation in the work contemplated under the above order, we are returning it with a request for a change in form of submission.

It would appear that this work could be considered to be unusual in nature and as such should have the cost established as set forth in PPM 21-6.3, Par. 9(b) under the sentence providing for this type of situation.

Please resubmit the order under the above procedure and indicate the actual acreage on which the work is to be performed.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

OR-A-105—5M—10-57

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. 1

Project Name Springfield Date September 20, 1958

Highway McKenzie Contract No. 2231 F. A. Project No. BR-217(32)

County Lane Prefix 20-1040 Account No. 224

Description of Work To Be Done:

Grass seeding and fertilizing to be done by state erosion control crews on areas between curbs and sidewalks throughout the project as protection against erosion and for roadside improvement. Hand raking and leveling in residential area.

Location by Station Numbers:

As required between Stations 53+00 and 96+00.

Estimate of Quantities and Costs:

Materials		$ 56.00
Labor		444.00
		$500.00
Materials to be used	40 lbs. grass seed ...	$40.00
	320 lbs. fertilizer ...	16.00

Explanation:

State is equipped to perform work with specialized equipment with substantial savings to the taxpayer. This work has not yet been done. Funds required are available in approved authorization. Equipment rates to be in accordance with established standard schedule.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization ..... $ 54,076.69

Present estimate of project cost, including $ 500.00 for work under this order $ 54,076.69

Expected under-run / over-run (amount) ..... $

Expected under-run / over-run (per cent) .....

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. E. Mayfield, Resident Engineer

Approval Recommended: /s/ L. H. Young, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ F. B. Morgan, Division Engineer

Approved: /s/ Forrest Cooper, Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing 7523

RECEIVED
NOV 21 1958
FOR FILING

November 20, 1958

CERTIFIED MAIL

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

It is the intention of the State Highway Commission to release to T. C. Wildish a portion of the funds heretofore retained by the Commission on Contract No. 5231, for grading and paving the Springfield Section of the McKenzie Highway in Lane County.

This payment, in the amount of $11,852.12, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,194.41. The present payment will be released on or after Dec. 1, 1958.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FP

NOTED ON CARD

RECEIVED
NOV 19 1958
FOR FILING

1-17(22)
5231

November 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 7, 1958, on Contract No. 5231, Springfield Section, in Lane County, in connection with Federal Aid Project No. DU-117(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: Clarence G. Swanson

DBP:or

Form E-1–

OREGON STATE HIGHWAY DEPARTMENT

DU 117(22)
5231

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 15, 1958

Section Springfield
Highway McKenzie County Lane
Contractor T. C. Wildish
Date of contract June 19, 1958
Date work started July 7, 1958
Project authorization $54,676.69
Exclusive of engineering $50,788.57

Kind of work Grading & Paving
Section prefix 20 - 1040
Contract number 5231
Specified work days 70
Work days used 64
Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . . $ 45,769.57
Estimated per cent overrun or underrun . . . . . + 9.17 %
Per cent of contract completed, based on total contract price . . . . . 90.78 %
Engineering authorization $1,888.12

Engineering cost to date $ 3369.85, 86.67 %

Date project was completed Nov. 7, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr. Morgan inspected the project Wed., Nov. 12, and accepted it.

This will be the final report on this project.

CONSTRUCTION DIVISION
RECEIVED
NOV 17 1958
NOTED: E W G R T
CE ACE ACE SSE

NOTED

Signed H. E. Mayfield

Address 2141 E. 15 Ave., Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING & curbs
Miles in project	0.78				0.78
Miles partially completed					
Miles completed	0.78				0.78
Total estimated quantities (contract)	1,530 c.y.	740 c.y.			3,200 tons 420 c.y.
Total quantities corrected to date		487 c.y.			3,115.97 t 416.61 c.y.
Estimated quantities moved or placed to date	1,200 c.y.	487 c.y.			3,115.97 t 416.61 c.y.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Showers		
Thursday	Rain		
Friday	Cloudy		
Saturday			

RECEIVED
OCT 27 1958
FOR FILING

October 23, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224 covering seeding and fertilizing on the Springfield Section of the McKenzie Highway in Lane County, Contract No. 5231, in connection with Federal Aid Project No. DU-117(22).

This work is necessary for erosion control. The contractor is not equipped to do this work while the State has the necessary equipment, operated by experienced crews. The amount is too small to be done by separate contract.

The total estimated amount of this order is $500.00 with Federal participation of $300.00.

Your approval of this order at agreed unit prices, under the provisions of PPM 21-6.3 is requested.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

Oregon State Highway Department

Federal Aid
Project DU-117(22)

SPRINGFIELD SECTION OF THE McKENZIE

HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

5231

Salem, Oregon, August 14, 1958

Type Code 6201
Roadway (Sta. 53+20 to Sta. 94+20)(Contract No. 5231)

Removal of Curbs	50 lin.ft.	$ 0.25	$ 12.50
Removal of Catch Basins	8 only	15.00	120.00
Removal of Walks	70 sq.yds.	1.00	70.00
Drainage Excavation, Unclassified	170 cu.yds.	1.50	255.00
General Excavation, Unclassified	1,530 cu. yds.	.75	1,147.50
Furnishing and Placing Topsoil	400 cu. yds.	1.70	680.00
8-inch Sewer Pipe	400 lin.ft.	1.50	600.00
12-inch Sewer Pipe	150 lin.ft.	1.85	277.50
Extra for Pipe Under Pavement	100 lin.ft.	1.50	150.00
Concrete Inlets, Type "G"	24 only	65.00	1,560.00
Concrete Manholes	14 only	160.00	2,240.00
Adjust and Seal Catch Basins	20 only	20.00	400.00
Concrete Curbs and Gutters	470 cu.yds.	31.00	14,570.00
Concrete Walks	60 sq.yds.	3.15	189.00
Coarse Crushed Material in Base	40 cu. yds.	2.00	80.00
3/4" - 0 Material in Base	700 cu. yds.	2.00	1,400.00
Sprinkling	30 M-Gals.	5.00	150.00
Class "D" Asphaltic Concrete	3,200 tons	5.60	17,920.00
RS-2 Asphalt	4 tons	60.00	240.00
Extra for Asphaltic Concrete Approaches	84 only	10.00	840.00
			$ 42,901.50
Flagging (57½ of Contractor's Cost)	All Required		1,000.00
Seeding (S.F.)	All Required		500.00
	Subtotal		$ 44,401.50
	10% Engr. & Cont.		4,440.15
	Total		$ 48,841.65

Length of Roadway. . . . . 0.777 mile
Cost of Roadway Per Mile $62,859.26

Federal "DU" Funds	$ 36,400.00
Federal "LU" Funds	7,600.00
State Funds	4,841.65
	$ 48,841.65

Oregon State Highway Department

Federal Aid
Project DU-117(22)

SPRINGFIELD SECTION OF THE McKENZIE

HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 6, 1958

Type Code 6201
Roadway (Sta. 53+20 to Sta. 94+20)

Removal of Curbs	50 lin. ft.	$ 0.35	$ 17.50
Removal of Catch Basins	8 only	25.00	200.00
Removal of Walks	70 sq. yds.	0.40	28.00
Drainage Excavation, Unclassified	170 cu. yds	3.00	510.00
General Excavation, Unclassified	1,530 cu. yds.	0.75	1,147.50
Furnishing and Placing Topsoil	400 cu. yds	2.50	1,000.00
8 Inch Sewer Pipe	400 lin. ft.	2.00	800.00
12 Inch Sewer Pipe	150 lin. ft.	2.50	375.00
Extra For Pipe Under Pavement	100 lin. ft.	3.00	300.00
Concrete Inlets, Type "G"	24 only	100.00	2,400.00
Concrete Manholes	14 only	250.00	3,500.00
Adjust and Seal Catch Basins	20 only	50.00	1,000.00
Concrete Curbs and Gutters	470 cu. yds.	50.00	23,500.00
Concrete Walks	60 sq. yds.	4.50	270.00
Coarse Crushed Material in Base	40 cu. yds.	3.00	120.00
3/4" - 0 Material in Base	700 cu. yds.	3.15	2,205.00
Sprinkling	30 M. Gals.	3.00	90.00
Class "B" Asphaltic Concrete	3,200 tons	6.60	21,120.00
RS-2 Asphalt	4 tons	45.00	180.00
Extra for Asphaltic Concrete Approaches	84 only	25.00	2,100.00
			$60,863.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Seeding (State Force)	All Required		500.00
Adjust Water Lines by City of Springfield	All Required		200.00
	Subtotal		62,563.00
	10% Engr. & Cont.		6,256.30
	Total		$68,819.30

Length of Roadway 0.777 Mile
Cost of Roadway Per Mile $88,570.52

Federal "DU" Funds	$51,000.00
Federal "LU" Funds	11,000.00
State Funds	6,819.30
	$68,819.30

Oregon State Highway Department

Federal Aid
Project DU-117(22)

SPRINGFIELD SECTION OF THE McKENZIE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 26, 1958

Type Code 6201
Roadway (Sta. 53+20 to Sta. 94+20)

Removal of Curbs	50 lin. ft.	$ 0.35	$ 17.50
Removal of Catch Basins	8 only	25.00	200.00
Removal of Walks	70 sq. yds.	0.40	28.00
Drainage Excavation, Unclassified	170 cu. yds.	3.00	510.00
General Excavation, Unclassified	1,530 cu. yds.	0.75	1,147.50
Furnishing and Placing Topsoil	400 cu. yds.	2.50	1,000.00
8-inch Sewer Pipe	400 lin. ft.	2.00	800.00
12-inch Sewer Pipe	150 lin. ft.	2.50	375.00
Extra for Pipe Under Pavement	100 lin. ft.	3.00	300.00
Concrete Inlets, Type "G"	24 only	75.00	1,800.00
Concrete Manholes	14 only	225.00	3,150.00
Adjustment and Seal Catch Basins	20 only	40.00	800.00
Concrete Curbs and Gutters	470 cu. yds.	45.00	21,150.00
Concrete Walks	60 sq. yds.	4.50	270.00
Coarse Crushed Material in Base	40 cu. yds.	3.00	120.00
3/4" - 0 Material in Base	700 cu. yds.	3.15	2,205.00
Sprinkling	30 M-gals.	3.00	90.00
Class "B" Asphaltic Concrete	3,200 tons	6.00	19,200.00
RS-2 Asphalt	4 tons	45.00	180.00
Extra for Asphaltic Concrete Approaches	84 only	25.00	2,100.00
			$55,443.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Seeding (State Force)	All Required		500.00
Adjust Water Lines by City of Springfield	All Required		200.00
	Subtotal		$57,143.00
	10% Engr. & Cont.		5,714.30
	Total		$62,857.30

Length of Roadway 0.777 Mile
Cost of Roadway Per Mile $80,897.42

Federal "SU" Funds	$46,800.00
Federal "III" Funds	10,600.00
State Funds	5,457.30
	$62,857.30

FORM E-123 SH 4-58

RECEIVED
AUG 7 1958

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH E. BRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5231

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 5, 1958

T. C. Wildish
P. O. Box 345
Eugene, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5231, awarded June 19, 1958, for grading and paving on the Springfield Section of the McKenzie Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 18 1958
FOR FILING

July 15, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Springfield Section of the McKenzie Highway in Lane County, Contract No. 5231, in connection with Federal Aid Project No. DU-117(22).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.

NOTED

DBP:cr

RECEIVED
JUL 14 1958
FOR FILING

July 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 7, 1958, on Contract No. 5231, Springfield Section, in Lane County, in connection with Federal Aid Project No. DU-117(22).

Very truly yours,

W. C. Williams
State Highway Engineer

NEPruett

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
JUL 8 - 1958
FOR FILING

MISC. CONTRACTS and AGREEMENTS No. 1154

Salem, Oregon
June 27, 1958

Cooperative Construction Agreement
10th Street-19th Street Section
McKenzie Highway
City of Springfield

Mr. C. G. Swenson
City & County Relations Dept.,Engr.
O f f i c e

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a cooperative construction agreement with the City of Springfield covering the 10th Street-19th Street Section on the McKenzie Highway in the City of Springfield.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Springfield.

Secretary

rm
Attach: 1

FORM E-50 50M 8-57—6563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1958

SUBJECT: Cooperative Construction Agreement
10th Street-19th Street Section
McKenzie Highway
City of Springfield

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

This project was approved by the Highway Commission on 10/31/57.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 6-16-58

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-1-57 Minute Page 51
Asst Secretary

RECEIVED
JUN 27 1958
FOR FILING

DA-117(2)
5231

June 27, 1958

Mr. William E. Mansell, City Recorder
City Hall
Springfield, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of a Cooperative Construction Agreement between the State Highway Commission and the City of Springfield covering the 10th Street-19th Street Section of the McKenzie Highway in the City of Springfield.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
JUN 24 1958
FOR FILING
D1-17
-231

June 23, 1958

T. C. Wildish Company
P. O. Box 345
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958, awarded to you State Highway Contract No. 5231 for grading and paving on the Springfield Section of the McKenzie Highway in Springfield in Lane County.

This award was based on your bid of $42,901.50 which was the low bid submitted to the Commission on June 17, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JUN 21 1958
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

When replying,
refer to 08-35.4-0
DU-117(22)
5231

June 19, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior concurrence as of this date in award of Contract No. 5231 for Oregon Project DU-117(22), Springfield Section of the McKenzie Highway, to T. C. Wildish Co. of Eugene, Oregon, low bidder in the amount of $42,901.50 at the June 17, 1958 bid opening.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

RECEIVED
JUN 23 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Encl

RECEIVED
JUN - 1958
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35.4

DU-117(22)

June 2, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project DU-117(22), Springfield Section of the McKenzie Highway in Lane County. This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer
By: E. H. Cowan
Acting Division Engineer

RECEIVED
JUN 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN. 7 1968
FOR FILING

1-7-68

LOCATION PROSPECTUS, 10TH STREET-19TH STREET UNIT, SPRINGFIELD SECTION, MC KENZIE HIGHWAY, LANE COUNTY

The following prospectus is submitted regarding the above mentioned subject. The westerly end of the survey is at M.P. 2.09, said Mile Point being the intersection of 10th Street with Main Street in Springfield. The easterly end of the survey is at M.P. 2.87, said Mile Point being the intersection of 19th Street and Main Street in Springfield. The overall length of the project is 0.78 mile.

The purpose of the survey is to prepare plans and estimate of cost for (1) widening of the existing running surface, (2) installation of curbs, and (3) installation of an adequate drainage facility. The alignment will be that of the existing street which carries the westbound McKenzie Highway traffic.

Soils investigation will be conducted in advance of the actual survey to insure an adequate base design.

The 1955 ADT is 8,500, the projected 1975 ADT is 8,500. The typical section will be a paved section 44 feet between curbs. This section allows for two 12-foot running lanes with 10-foot parking lanes. The horizontal grade is nominal and the maximum curve is 4° 30'.

The tentative base design by G. L. Decker is:

Bottom Course Base	Existing
Leveling Course	Variable, as required
Asphaltic Concrete	1½" over existing surfacing, 3½" on existing shoulder areas

This is a one-way city street section utilizing restricted speed and traffic control devices to handle merging and cross traffic at the "at grade" street connections. There are no railroad or stream crossings involved on this survey.

Deviation from the standards set forth for this class of highway in Section 10, of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

The source of material is anticipated to be commercial plants in the vicinity of Springfield or Eugene.

This is an improvement of an existing facility and therefore the need for an agreement with the City of Springfield is not anticipated.

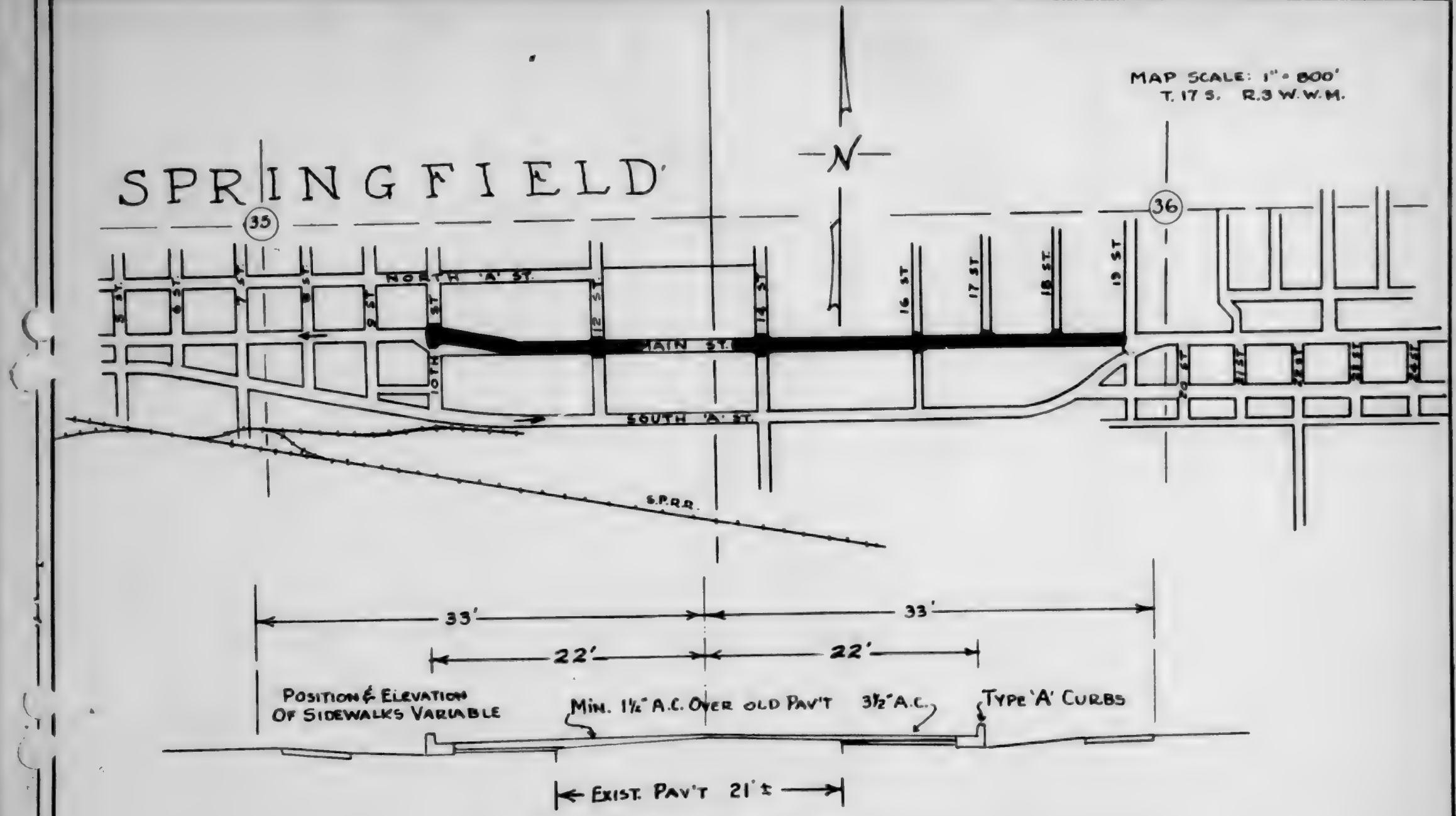
There are no State Parks in the vicinity of this survey.

January 7, 1958

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
J. C. Chapman
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker
I. A. DeFrance

RECEIVED
JAN 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT
SKETCH MAP
10TH ST. ~ 19TH ST. SECTION
McKENZIE HIGHWAY
LANE COUNTY — DECEMBER, 1957
J.C. CHAPMAN — LOCATING ENGINEER

DS-380(1) Luckiamute River Bridge. 1958

5232

Pin 202
Mai 351

Form A-150—5M—6-59

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

SALEM, OREGON

(1.380(1)
Contract 5402

NOTED
Harold C. Ayers

NOTED
John [illegible]

Invoice No. 62562

Date October 23, 1959

Your Req. No.

Billing Request No. cc 526

Credit Distribution: 502-10[illegible]-297

Benton County
Corvallis, Oregon

Attn: County Court

Final billing: Luckiamute River (Hoskins) Bridge, FAS 864, covered by agreement dated 6/20/58

Advance Deposit	$3,900.00
Less county share of total costs as per attached statement	1,248.64
To be retained	$2,651.36

RECEIVED
OCT 26 1959
COUNTY [illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

State Printing 21127

BENTON COUNTY COURT

CORVALLIS, OREGON

NOTED
Harold C. Ayers

JUDGE
E. E. LARKIN

October 1, 1959

COMMISSIONERS
WALTER SCHMIDT
[redacted]
Melvin S. Hawkins

NOTED
John F. Hagemann

Oregon State Highway Department
Salem, Oregon

Attn: John F. Hagemann
Asst. County & City Relations Engr.

Gentlemen:

Pursuant to your letter of September 30, 1959, re your retaining Benton County's refund on the Luckiamute River (Hoskins) Bridge FAS 864 in the amount of $2,651.36, this is to advise you that the County is agreeable to your crediting it on the deposit for the forthcoming Muddy Creek (FAS 207) Section upon which bids are to be received on October 13.

Yours very truly,

BENTON COUNTY COURT

Melvin S. Hawkins

Melvin S. Hawkins
Commissioner

MSH:la

RECEIVED
OCT 2 1959
ENGINEER
COUNTY & CITY RELATIONS

NOTED

NOTED

September 30, 1959

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Luckiamute River (Hoskins) Bridge on FAS 864. As shown in the attached cost statement, a refund of $2,651.36 is due the county.

If the Court wishes, we will retain this refund and apply it against the deposit which will be required for the Muddy Creek Section upon which bids will be received October 13.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

COMPLETED 12/23/58

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Benton — Contract No. 5232 — Date 9/30/59

FAS 064 — Section Luckiamute River (Hoskins) Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$26,062.71
Construction engineering				1,029.57
TOTAL CONSTRUCTION COSTS				$27,092.28
FEDERAL FUNDS COLLECTED FOR PROJECT				
"D" Funds		$20,195.00		
"L" Funds		4,400.00		$24,595.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total cost and federal funds)

($27,092.28 - $24,595) X 1/2 = $1,248.64

County advance deposit	$3,900.00
Less county share	1,248.64
REFUND DUE COUNTY	$2,651.36

JFH:mm

Item	Unit	Unit Price	Total Quan.	Total Amount
[illegible] excav.	c.y.	12.00	130.2	1,562.40
Furnish wood piling	l.f.	6.00	260	1,560.00
Furn. steel piles	each	70.00	8	560.00
Conc. in "A" cone.	c.y.	69.00	227.65	15,017.85
Steel reinforcement	lb.	.14	51,589	7,222.46
Furnish drain pipe	l.f.	4.00	35	140.00
			Total	26,062.71

RECEIVED
MAR 1959
FOR FILING

Filed

OREGON STATE HIGHWAY DEPARTMENT
(date)

March 9, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5232 (VOUCHER NO.)	3 Final (WARRANT NO.)	Tom Lillebo Construction Co. (AMOUNT)	(DATE)
5091	H238293	$3,612.71	3/9/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 120 workdays from July 4, 1958

Time Extensions: None

Completion Date: Dec. 23, 1958

Date Accepted: Jan. 22, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 10, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

~~H. B. Glaisyer~~
Secretary
C. W. Head
By C. W. Head
Ass't Secretary

Warrant Mailed: MAR 10 1959
G Ru

NOTED ON CARD

RECEIVED
FEB 26 1959
FOR FILING

CERTIFIED MAIL

Feb. 26, 1959

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5232, for Luckiamute River Bridge on County Road 502 in Benton County was completed by the contractor, Tom Lillebo Construction Company, on Dec. 23, 1958, and was formally accepted by the Highway Commission on Jan. 22, 1959.

Final payment in the amount of $3,612.71 will be released to the contractor on or after March 9, 1959. The total contract amount is $26,062.71 and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
cm

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-380(1)

LUCKIAMUTE RIVER (HOSKINS) BRIDGE ON THE SUMMIT-HOSKINS ROAD IN BENTON COUNTY

5232

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code X021
Luckiamute River Bridge (Sta. 66+15 to Sta. 67+48)(Contract No. 5232)

Structural Excavation	200 cu.yds.	$ 12.00	2,400.00
Furnish Steel Piling	360 lin.ft.	6.00	1,560.00
Drive Piles	8 only	70.00	560.00
Class "A" Concrete	220 cu.yds.	69.00	15,180.00
Metal Reinforcement	52,000 lbs.	0.14	7,280.00
8-inch Metal Drain Pipe	35 lin.ft.	4.00	140.00
	Subtotal		$27,120.00
	10% Engr. & Cont.		2,712.00
	Total		$29,832.00

Length of Structure . . . . . 0.025 Mile

Federal "DS" Funds	$20,800.00
Federal "LS" Funds	4,400.00
State Funds	1,400.00
County Funds	3,232.00
	$29,832.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Benton County with the Highway Department.

FORM E-123 SH 4-58

RECEIVED
JUL 9 - 1958
FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

01 380 (1)

5232

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

July 8, 1958

Tom Lillebo Construction Company
Box 365
Reedsport, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5232, awarded June 24, 1958, for Luckiamute River Bridge on County Road 502 in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 8 - 1958
FOR FILING

5232

Salem, Oregon
June 27, 1958

Mr. C. G. Swenson
City & County Relations Dept.,Engr.
O f f i c e

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Benton County covering the Luckiamute River (Hoskins) Bridge Section, BS-380(1), FAS 864.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Benton County.

Secretary

rn
Attach: 5

RECEIVED
JUN 27 1958
FOR FILING

June 27, 1958

County Court of Benton County
Court House
Corvallis, Oregon

Gentlemen:

We are enclosing for the records and files of Benton County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Benton County covering the Luckiamute River (Hoskins) Bridge Section, BS-380(1), FAS 864.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

June 26, 1958

NOTED
Harold C. Ayers

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of an advance deposit of $3,900 in connection with the Luckiamute River (Hoskins) Bridge on FAS 864. Contract No. 5232 has been awarded to Tom Willebo and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:be

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
June 24, 1958

Advance Deposit
Benton County

Mr. C. H. Maison
O F F I C E

NOTED
John F. Hagemann

Attached is Benton County Warrant No. 12265 in the amount of $3900.00 which represents the county's share of the total estimated cost for the construction of the Luckiamute River (Hoskins) Bridge on FAS 864.

John D. Graham
Office Engineer
Co & City Relations

JDG:be
Att.

cc: O. S. Paxson

NOTED
C. G. SWENSON

BENTON COUNTY COURT

CORVALLIS, OREGON

JUDGE
E. E. LARKIN

COMMISSIONERS
WALTER UCHMIDT
A. H. SAXTON

June 23, 1958

Oregon State Highway Commission
Salem, Oregon

Attention: John F. Hagemann
Asst. County & City Relations Engineer

Gentlemen:

Pursuant to your letter of June 19, 1958, you will please find enclosed our warrant in the amount of $3,900.00 for the advance deposit re construction of the Luckiamute River (Hoskins) Bridge on FAS 864.

Yours very truly,

BENTON COUNTY COURT

By: L. Louise Ackbergh
Administrative Secretary

a

Enclosure

NOTED
JOHN D. GRAHAM

NOTED
HAM

NOTED
HAM

RECEIVED
JUN 24 1958
ENG
COUNTY &

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

June 19, 1958

EXHIBIT "A"

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

A satisfactory bid was received on June 17 from Tom Lillebo of Reedsport for construction of the Luckiamute River (Hoskins) Bridge on FAS 864. As per the agreement between county and state, the following advance deposit is required prior to award of a contract:

Bid items	$27,120.00
12-1/2% Eng'r. & contingencies	3,390.00
Estimated total cost..	$30,510.00

Advance Deposit	
5% of $28,000.....	$ 1,400
All over $28,000.....	2,500
Total Deposit.....	$ 3,910, or say $3,900

Please make this deposit by means of a check or warrant in the amount of $3,900 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Rec'd 6/24/58
Cont 5232
502-1042 JFH:mm

John F. Hagemann
Assistant County and City Relations Engineer

NOTED
C. G. SWENSON

RECEIVED
JUL 17 1958
FOR FILING
5232

June 24, 1958

Tom Lillebo Construction Company
Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 accepted your proposal for the Luckamute River Bridge on County Road 302 in Benton County for the sum of $27,120 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5232.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (FHWA)
L. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1200 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired, otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 24, 1958

Tom Lillebo Construction Company
Box 365
Reedsport, Oregon

Gentlemen:

Contract for Luckiamute River Bridge on County Road in Benton County for which you submitted low bid on June 17, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

lle
cc: Accounting (5003-900)
C. W. Head
Files

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 5, 1958

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Luckiamute River Bridge on FAS 864 upon which bids will be received June 17.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $30,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than June 13.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

NOTED
C. G. SWENSON

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm
Encl.

Oregon Project DS-380(1)
FAS 864

RESOLUTION

WHEREAS, a county road in Benton County, State of Oregon, known as the Summit-Hoskins County Road, is routed through the County of Benton, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Benton County, the section adopted for improvement being more particularly described as follows; to wit: 6-6-58

A bridge over the Luckiamute River located approximately one mile east of Hoskins.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Benton will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Benton County, Oregon, that no encroachments will be permitted on the county road known as the Summit-Hoskins County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Benton County, Oregon, this 6th day of June 1958.

By:

County Judge B. B. Jackson

County Commissioner Walter Schmidt

County Commissioner A. H. Dayton

ATTEST:

Ralph P. Schindler
County Clerk

cc-12(1956)

MEMO TO J. W. NASH
5/20/58

NOTED
John F. Hagemann

NOTED

FAS 864, Benton County (D-S Project)

TERMINI: Luckiamute River Bridge approximately 1 mile east of Hoskins and 0.8 mile west of the easterly junction of FAS 864 with FAS 190.

PROPOSED WORK: One R.C.D.G. bridge 133' in length.

PROJECT LENGTH: .025 mile.

COSTS:	TOTAL	FEDERAL (D-FAS FUNDS)	STATE	OTHER
CONSTRUCTION:	$28,000	$20,800	$3,600	$3,600 (County)

EXISTING FACILITY: Untreated covered timber truss bridge (inventory #14099) 122' in length with 17'-8" roadway. Deteriorated condition.

ADJACENT SECTIONS: 20' bituminous wearing surface with a 26' roadway.

PROJECT DATA:

STRUCTURE: Construct R.C.D.G. bridge 133' in length with 24' H.C. The new structure will be on revised alignment. Existing structure will be removed by the County without Federal cooperation.

ROADWAY APPROACHES: County will construct, without federal cooperation, road approaches through a bituminous wearing surface as required to connect new structure to existing roadway.

DETOUR: The existing structure and approaches will be left in place to carry traffic during construction.

R/W WIDTH: 60'

MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None
RR X'ING: None
SYSTEM ACTION: [redacted] Approved - [illegible] May 12
UNUSUAL OR COMPLICATED SITUATION: None

ROUTE DATA: This road runs from level and rolling farmlands through mountainous timberlands. It serves dairy and cattle farms and logging operations and is used as a lumber and log hauling and farm to market route as well as a mail and school bus route.

RHP

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

5-1-58

PROPOSED PROJECT (County D-FAS Funds)
BENTON COUNTY

FAS 864 - Luckiamute River Bridge, $28,000.

This bridge is located approximately 1 mile east of Hoskins.

The proposed project is to replace the existing untreated timber bridge with a R.C.D.G. bridge having a roadway width of 24'. This bridge has already been designed by our bridge division and plans are on file there under Bridge No. 13,914. The new bridge is on a revised location and the old bridge will remain in place to carry traffic during construction. The county will construct road approaches as required and remove the old bridge.

FORM E-90 5011 8-57—6161

NOTED
V. R JONES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
January 31, 1958

SUBJECT: Luckiamute River Bridge
Bridge No. 14099A

To:

Mr. C. G. Swenson
County and City Relations Engineer
O f f i c e

Attached please find two prints of Drawings 13914-16, inclusive, along with a copy of the cost estimate for the Luckiamute River Bridge on County Road No. 502 in Benton County.

T. C. Roake
Assistant Bridge Engineer

TCR/mm

Attached

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
1958
ENGINEER
COUNTY & CITY RELATIONS

Prints in file
No action req'd.
LDD 1/31/58

Form E-340 Rev.—5M—6-57

COPY

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name Luckiamute River Bridge County Benton Bridge No. 14099A

Section and station 68+50.0 Highway County Road #502

Estimate made by S.L. Date 1-15-'58 Checked by W. D. Garrett Date 1-23-58

Description 41'-51'-41' Spans. Skew 24°00' normal to roadway center line 24' roadway. Pile bents at Bt. 1 & 4, spread footings at Bt. 2 & 3

Estimate From (Strike out the ones which do not apply) ~~No plans~~ ~~Sketch~~ Completed plans; drawing No. 13914, 13915, & 13916, 11917, S-226, S-83

Calc. Book No. 438 Class Loading H20-S16-44

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.	180.00	10.00	1800.00
Excavation below elevation shown	cu. yds.			
10BP42 piling	lin. ft.	240	5.00	1200.00
10BP42 piling	No.	8	100.00	800.00
piling	lin. ft.			
piling	No.			
Class A concrete	cu. yds.	220.0	70.00	15,400.00
concrete	cu. yds.			
Metal reinforcement	lbs.	52,000	0.13	6,760.00
Lumber	M. B. M.			
Structural Steel	lbs.			
Structural Steel	lbs.			
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
8" pipe (corrugated)	Lin. Ft.	28	4.00	112.00
Subtotal				26,072.00
Plus 10 per cent for contingencies 12½				3,259.00
Total construction cost				29,331.00
Plus 10 per cent for engineering				
Total cost				

State Printing 4718

S-378(1) Albany Canal-Lebanon Jct. Sec.1958
of the Albany-Brownsville Co.
5233 Road.

Form A-150—5M—6-59

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

(Optional 5232
F.A. 770(1)

Linn County
Albany, Oregon

Attn: County Court

Invoice No. 62489

Date October 16, 1959

Your Req. No.

Billing Request No. 00 516

Credit Distribution: 522-1077-897

Final billing: Albany Canal-Lebanon Junction Section, FAS 770.
Covered by agreement dated 6/9/58.

Original advance deposit	$13,450.00	
Less amount previously transferred	10,950.00	
Balance in advance deposit		$2,500.00
County share total costs as per attached statement	$11,615.58	
Less amount previously transferred	10,950.00	
Balance		$ 665.58
To be retained		$1,834.42

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

State Printing 21127

FLOYD D. JENKS
COMMISSIONER

BURL INGRAM
COMMISSIONER

NOTED
V. R. JONES

NOTED

JUNTY

July 17, 1959

RECEIVED
JUL 1 1959

W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: John F. Hagemann
Assistant County & City Relations Engineer

Dear Sir:

This is to acknowledge your letter in regard to the Albany Canal-Lebanon Junction Section of FAS 770 and the West Scio-Scio Section of FAS 126, in which we note there is a refund due the county on these projects.

It is permissible for you to hold said credit and apply on future indebtedness against our county for other projects coming up.

Yours very truly,

Linn County Court

E. G. Angell
County Judge

Floyd Jenks
County Commissioner

Burl Ingram
County Commissioner

EGA:mh

FORM E-129-X 12.5M 8-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 16, 1[illegible]

Linn County Court
Courthouse
Albany, Oregon

File

Gentlemen:

Final costs are now available for the [illegible] Canal-Lebanon Junction Section of FAS 17[illegible] and the West Scio-Scio Section of FAS 126. As shown in the attached cost statements, respective refunds of $1,834.42 and $282.38 are due the county for the above projects.

If satisfactory, these refunds will be retained and applied towards the advance deposit which will be required for the Muddy Creek Bridge project. (FAS 772)

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

cc: Mr. Walter Larsen, County Engineer

COMPLETED 8/29/58

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Linn — Contract No. 5233 — Date July 15, 1959

FAS 770 — Section Albany Canal-Lebanon Junction

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to Contractor as per Attached Tabulation				$56,302.35
Construction Engineering				4,306.81
TOTAL CONSTRUCTION COSTS				$60,609.16
FEDERAL FUNDS COLLECTED FOR PROJECT				$37,375.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total cost and federal funds)

($60,609.16 - $37,375.00) X ½ = $11,615.58

County Advance Deposit	$13,450.00
Less County Share Costs	11,615.58
REFUND DUE COUNTY	$ 1,834.42

JVR:bg

Nov. 6, 19[illegible]

STATE OF OREGON, To MORSE BROS., Dr.

County Linn — Postoffice address Lebanon, Oregon

Highway Albany - Brownsville — Work done to August 29, 1958 — Contract No. 5233

Section Albany Canal - Lebanon Jct. — Prefix No. S22-1072-201(41) — Estimate No. Final

ITEM	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Class "B" asph.conc. in patching	ton	6.00	208	1,248.00	1,248.00	-
2. Class "B" asph. concrete	ton	5.60	8,361.33	46,823.45	46,823.45	-
3. Extra for asph.conc.approaches	each	25.00	36	900.00	900.00	-
4. [illegible]-1 asphalt	ton	50.00	1,845	92.25	92.25	-
5. 3/4"-0 material in shoulders	c.y.	2.40	2,551	6,122.40	6,122.40	-
6. Sprinkling	M/gal.	3.00	45.5	136.50	136.50	-
Force Account				979.75	979.75	-

County .....

Highway Albany - Brownsville — Work done to August 29, 1958 — Contract No. 5233

Section Albany Canal - Lebanon Jct. — Prefix No. 522-1972-201(41) — Estimate No. Final

Items	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Class "B" asph.conc. in patching	ton	6.00	208	1,248.00	1,248.00	-
2. Class "B" asph. concrete	ton	5.60	8,361.33	46,823.45	46,823.45	-
3. Extra for asph.conc.approaches	each	25.00	36	900.00	900.00	-
4. MC-1 asphalt	ton	50.00	1,845	92.25	92.25	-
5. 3/4"-0 material in shoulders	c.y.	2.40	2,551	6,122.40	6,122.40	-
6. Sprinkling	M/gal.	3.00	45.5	136.50	136.50	-
Force Account				979.75	979.75	-

RECEIVED
DEC 1 1958
FOR FILING

File

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 26, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5233 (VOUCHER NO.)	Est. 4-f (WARRANT NO.)	Morse Bros. (AMOUNT)	(DATE)
27556	H 229470	$1,639.07	11/26/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion date: ~~August 29, 1958~~ 40 workdays from July 5, 1958

Time Extensions: None

Completion Date: Aug. 29, 1958

Date Accepted: Sept. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 28, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

gc

NOTED ON CARD
em

FAS 770 County Linn Contract No. _____

Section _____

Location _____

59-C-57

59-C-58

58C16

58C15

58C17

FAS 770 County Linn Contract No. _____

Section _____

Location _____

_____

16/1951 & 4/9/57

FAS 770 County Linn Contract No.

Section

Location

1/6/1958 + 4/9/59

FAS 770 County Linn Contract No.

Section

Location 58-C-15 } M.P. 0.41 looking N.
51-C-58 }

58-C-16 } M.P. 3.40 looking W.
51-C-57 }

58-C-17 } M.P. 5.00 looking N.
51-C-56 }

RECEIVED
NOV 14 1958
FOR FILING

Nov. 14, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5233, for paving on the Albany Canal-Lebanon Junction Section of the Albany-Brownsville Road in Linn County was completed by the contractor, Morse Bros., on Aug. 29, 1958, and was formally accepted by the Highway Commission on Sept. 11, 1958.

Final payment in the amount of $1,689.07 will be released to the contractor on or after Nov. 24, 1958. The total contract amount is $56,302.35, of which amount $979.75 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
NOV 19 1958
FOR FILING

NOTE
W. C. WILLIAMS

November 10, 1958

FINAL COST ANALYSIS

Albany Canal-Lebanon Jct. Sec.
Contract #5233

Contractor: Morse Bros.
Resident Engineer: S. W. Walters

County Road
Prefix 522-1072-S-378(1)

Items	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Class "B" Asphalt Conc. in Patching	208	Tons	6.00	6.78	1,411.53	1,248.00
Class "B" Asphalt Concrete	8,361.33	Tons	5.60	5.58	46,735.24	46,823.45
Extra for Asph. Conc. App.	36	Each	25.00	15.35	552.67	900.00
RS-1 Asphalt	1.845	Tons	50.00	80.31	148.19	92.25
3/4-0 Material in Shoulder	2,551	Cu. Yd.	2.40	2.65	6,763.68	6,122.40
Sprinkling	45.5	M-Gals.	3.00	5.56	252.76	136.50
Force Account (States Share of Flagging Costs)					979.75	979.75
					56,843.82	56,302.35

Total Cost	$ 56,843.82
Revenue	56,302.35
Net Loss	$ 541.47

Net Loss Equals 0.9% of Gross Revenue

RECEIVED
NOV 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST

Labor:		
Labor & Supervision	$ 7,151.30	
Labor Insurance	763.92	$ 7,915.22
Materials:		
8,569.33 Tons of Asphalt Conc. @ $4.00 ton	34,277.32	
RS-1 Asphalt 1,845 Tons	57.66	
2,551 Cu. Yds. of 3/4-0 Cr. Rock @ $1.40 Cu. Yd.	3,571.40	37,906.38
Equipment Rentals & Miscellaneous Supplies:		
Equipment Rentals, Owned	4,385.07	
Hired Trucks	3,647.90	
Gas, Oil & Grease	1,152.15	
Freight & Cartage	543.60	
Small Tools and Misc. Supplies	131.55	
Bond	220.57	
Home Office & General Overhead	941.38	11,022.22
Total Cost		$ 56,843.82

Remarks

This was a "Federal Aid Secondary Project" calling for the construction of 3.63 miles of asphaltic concrete pavement and the construction of 3.63 miles of stone shoulders. Work started August 5, 1958 and the project was completed August 29, 1958.

The Contractor moved in a 2,000 lb paving plant into the Albany Rock Production Commercial Pit located approximately three miles east of Albany on the Lebanon Highway. From this set up the contractor did considerable amount of private paving before starting the State project. The Contractor paid Albany Rock Production $1.00 per ton for plant mix material and $1.40 per cubic yard for 3/4"-0 material. Materials were hauled to the project with both company owned and hired trucks.

The Contractor having a low bid price on Asphaltic Concrete suffered a small loss from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

RECEIVED
NOV 6 - 1958
FOR FILING
A-378(1)
5223

Nov. 5, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Morse Bros. in connection with Contract No. 5233, for paving on the Albany Canal-Lebanon Junction Section of the Albany-Brownsville Road in Linn County.

This payment, in the amount of $1,523.70, will be released to the contractor on or after November 15, 1958. The retained percentage is $1,689.07.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED

1378(1)

5233

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT
Construction Division
Paving Section

Section Albany Canal-Lebanon Jct. Highway Albany-Brownsville

County Lane MP ____ to MP ____ Contractor Morse Bros.

Resident Engineer Walters Inspector ____

Date Completed Sept., 1958 Date Reported Sept. 9, 1958

Type and Thickness of Wearing Surface 3" B A. C. ____ Oil Mat ____ Seal.

N, (S,) E, W from MP or Sta. Corner East of bridge							(N,) S, E, W from MP or Sta. Intersection west of Lebanon-Corvallis Rd.						
Mile	Wheel Count	Roughness		Test Run On			Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal			Total	Per Mile	Top	Base	Seal
.7	750	54 =	77	X			1	750	58	58	X		
.8	1500	66 =	82	X			2	1500	125	67	X		
1	2250	73	73	X			.8	2250	59 =	74	X		
2	3000	149	76	X			.7	3000	52 =	74	X		
5	3750						5	3750					
6	4500						6	4500					
7	5250						7	5250					
8	6000						8	6000					
9	6750						9	6750					
10	7500						10	7500					
11	8250						11	8250					
12	9000						12	9000					
Average Roughness Per Mile 77"							Average Roughness Per Mile 68"						

Remarks: This job is in 3 sections at .7, .8, and 2 miles.

0-75 Good

75-100 Fair

100 + Poor

Deputy State Highway Engineer

CC: Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

R. H. COOPER

Mel Jacobsen
Operator

Form E-1—1084

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 6, 1958, 19

Section Albany Canal - Lebanon Jct.

Highway Albany-Brownsville County Linn

Contractor Morse Bros.

Date of contract June 24, 1958, 19

Date work started Aug. 5, 1958, 19

Project authorization . . . . . $ 67,297.50

Exclusive of engineering . . . . $ 62,511.90

Kind of work Paving

Section prefix 522-1072

Contract number 5233

Specified work days 40

Work days used 40

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 57,500

Estimated per cent overrun or underrun . . . . . -8 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . $ 4785.60

Engineering cost to date $ 2400, 50 %

Date project was completed 8-29, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One man worked one day checking material receipt books and then had to be used in the field. Hope to get documents from contractor and get final about ready next week. Monthly estimate will be submitted because of undertain date of semi-final.

RECEIVED
SEP - 1958
NOTED: E y B

NOTED
C. E. PAULSEN

Signed S C Mellus

Address Box 32, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		3.63			3.63
Miles partially completed					
Miles completed		3.63			3.63
Total estimated quantities (contract)		2300			9220
Total quantities corrected to date		2560			8360
Estimated quantities moved or placed to date		2560			8360
Average daily quantities		650			557
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair all week		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 15 1958
FOR FILING

September 5, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 29, 1958, on Contract No. 5233, Albany Canal-Lebanon Jct. Section, in Linn County, in connection with Federal Aid Project No. S-373(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:maj

cc: Clarence G. Swenson

Section No. 5-222

Monthly Transaction No. 9-7	Form PR-2 (9-14-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
		County Linn
Project Report No. 273	FEDERAL-AID PROJECT AGREEMENT	Project No. S-378(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Albany Canal-Lebanon Jct. Section - From approx. 0.8 mile south Jct. FAS 576 to Jct. FAS 216 on a county road.**

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-29-58	3.633
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$65,802.00	$40,700.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
C. C. POLK
Division Engineer

Date executed by Division Engineer August 26, 1958

USComm-DC 40257

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Albany Canal-Lebanon Jct. Section, Project No. S-378(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mas

August 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Albany Canal-Lebanon Jct. Section, Project No. S-378(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:mas

Oregon State Highway Department

Federal Aid Secondary
Project No. S-378(1)

ALBANY CANAL-LEBANON JCT. SECTION OF THE

ALBANY-BROWNSVILLE ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 6, 1958

Type Code 6201
Roadway (Sta. 37+31 to Sta. 75+00)(Sta. 90+50 to Sta. 135+19)
(Sta. 155+00 to Sta. 264+46)(Contract No. 7233)

Class "B" Asphaltic Concrete in Patching	220 tons	$6.00	$ 1,320.00
Class "B" Asphaltic Concrete	9,000 tons	5.60	50,400.00
Extra for Asphaltic Concrete Approaches	40 only	25.00	1,000.00
RS-1 Asphalt	8 tons	50.00	400.00
3/4" - 0 Material in Shoulders	2,300 cu. yds.	2.40	5,520.00
Sprinkling	60 M-gals.	3.00	180.00
			$ 58,820.00
Flagging (57½ of Contractor's Cost)	All Required		1,000.00
	Subtotal		$ 59,820.00
	10% Engr. & Cont.		5,982.00
	Total		$ 65,802.00

Length of Roadway . . . . . 3.633 miles
Cost of Roadway Per Mile. $18,112.30

Federal Funds.	$ 40,700.00
State Funds	12,551.00
County Funds	12,551.00
	$ 65,802.00

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939
State Funds for Maint.: Chap. 529, Laws, 1939

NOTE: Necessary funds have been deposited by Linn County with the Highway Department.

RECEIVED
AUG 12 1958
FOR FILING
21 2700(1)
5233

August 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 5, 1958, on Contract No. 5233, Albany Canal-Lebanon Junction Section, in Linn County, in connection with Federal Aid Project No. S-378(1).

Very truly yours,

W. C. Williams
State Highway Engineer

DEP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

FORM E-123 SM 4-

RECEIVED
AUG 1 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5233

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 31 1958

Morse Bros.
P.O. Box 266
Lebanon, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5233, awarded June 24, 1958 for paving Albany Canal-Lebanon Jct. Section on the Albany-Brownsville Road in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 8 - 1958
FOR FILING

Salem, Oregon
June 27, 1958

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Linn County covering the Albany Canal-Lebanon Jct. Section, S-378(1), FAS 770.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Linn County.

Secretary

rn
Attach: 5

Form A-150 10M--6-57

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
C. G. [illegible]ON

Invoice No. 56153

Date June 26, 1958

Your Req. No.

Billing Request No. cc 413

Credit Distribution: 522-1072-891

Linn County
Albany, Oregon

Attn: County Court

NOTED
John [illegible]

Advance Deposit	13,450.00
Partial transfer county's share total cost of Albany Canal-Lebanon Junction Section, FAS 770, covered by agreement dated June 1958.	10,950.00
To be retained	$2,500.00

ACKNOWLEDGMENT OF [illegible] REQUEST

Cash Received with Request: $ [illegible]

By [illegible]

RECEIVED
JUN 25 1958
COUN[illegible]S

State Printing 4396

NOTED
John F. Hagemann

NOTED
V. R. Jones

June 26, 1958

NOTED
Harold C. Ayers

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $13,450 in connection with the Albany Canal-Lebanon Junction Section of FAS 770.

Contract No. 5233 has been awarded to Morse Brothers and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:be

NOTED
C. G. SWENSON

June 19, 1958

NOTED
Harold C. Ayers

Linn County Court
Courthouse
Albany, Oregon

NOTED
John F. Hagemann

Gentlemen:

A satisfactory bid was received on June 17 from Morse Bros. of Lebanon for paving the Albany Canal-Lebanon Junction Section of FAS 770. As per the agreement between county and state, the following advance deposit is required prior to award of a contract:

Bid items	$58,820.00
Flagging	1,000.00
12-1/2% Eng'ring & contingencies	7,477.50
Estimated Total Cost....	$67,297.50
Advance Deposit of 20% =	$13,450.00

Please make this deposit by means of a check or warrant in the amount of $13,450 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Rcvd.
6/23/58
5233
522-1072

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm

NOTED
C. G. SWENSON

RECEIVED
JUN 27 1958
FOR FILING
S-378(1)
5233

June 27, 1958

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing for the records and files of Linn County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Linn County covering the Albany Canal-Lebanon Junction Section, S-378(1), FAS 770.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

A.

RECEIVED
JUL 17 1958
FOR FILING
5233

June 24, 1958

Morse Brothers
P. O. Box 266
Lebanon, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 accepted your proposal for paving and stone shoulders on the Albany Canal-Lebanon Junction Section of the Albany-Brownsville County Road in Linn County for the sum of $58,820 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5233.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 24, 1958

Morse Brothers
Lebanon
Oregon

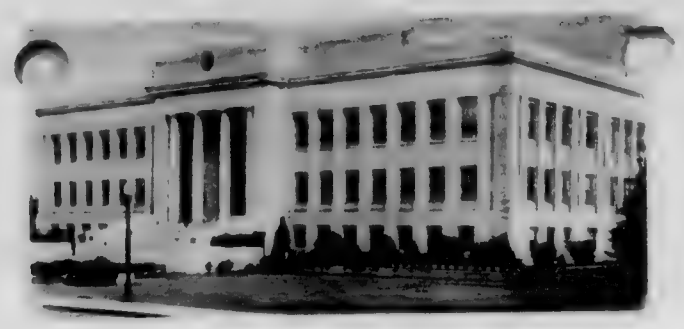
Gentlemen:

Contract for Albany Canal-Lebanon Jct. Section of Albany-Brownsville County Road in Linn County for which you submitted low bid on June 17, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting (5003-900)
C. W. Head
Files

W. E. DOWNING
COMMISSIONER



FLOYD D. JENKS
COMMISSIONER

NOTED
John F. Hagemann

E. G. ARNOLD
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON

June 9, 1958

RECEIVED
JUN 1 1958
ENGINEER

W. C. Williams
State Highway Engineer.
State Highway Department

Attention: John F. Hagemann
Asst. County & City Relations Engineer

Dear John:

Enclosed you will find a copy of our resolution together with agreements, in the matter of improvements of 3.333 miles of FAS highway, 770, from the Albany canal southerly, to FAS 216.

We have retained one resolution and as soon as you have an agreement signed by the State Highway Commission, will you please return one copy for our records.

As soon as the contracts are let, we will be prepared to take care of this matter.

Yours very truly,

Linn County Court

E G Arnold
County Judge

W E Downing
County Commissioner

Floyd D Jenks
County Commissioner

NOTED
JOHN D. GRAHAM

EGA:mh

RECEIVED
JUN 1 1958
ENGINEER

NOTED

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 5, 1958

Linn County Court
Courthouse
Albany, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Albany Canal-Lebanon Junction Section of FAS 770 upon which bids will be received June 17.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $80,600; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than June 13.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
C. G. SWENSON

By

NOTED
JOHN D. GRAHAM

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Salem, Oregon
April 21, 1958

Albany Canal-Lebanon Junction Section
FAS 770, Linn County

Mr. Tom Edwards
O F F I C E

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the County and approved by the Highway Commission.

The section to be omitted from the project between stations 75+00 and 90+50 involves two bridges which the county plans to reconstruct at a later date.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: Frank Hall
V. G. O'Neil

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
John F. Hagemann

NOTED

MEMO TO J. W. NASH
April 21, 1958

FAS 770, LINN COUNTY:

TERMINI: From the Albany Canal approximately 3/4 mile south of the junction of FAS 770 with FAS 576 southerly to FAS 216. No work on two sections totaling 0.67 mile. (Albany Canal-Lebanon Junction Section).

PROPOSED WORK: Construct two-lane high type surface.

PROJECT LENGTH: 3.63 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$80,000	$48,000	$16,000	$16,000 (County)

EXISTING FACILITY:
ROADWAY: 18' oil mat wearing surface in fair condition with 6' gravel shoulders. No substandard grade or alignment with exception of one 16° horizontal curve.
STRUCTURES: Two bridges over Oak Creek and Oak Creek Overflow need replacement. A 0.3 mile section encompassing these bridges is being omitted from project and will be reconstructed when bridges are replaced in near future. Albany Canal Bridge - reinforced concrete bridge 20' long, 26' H.C.

ADJACENT SECTIONS:
NORTH END: 30' crushed gravel wearing surface. To be oiled with 20' oil mat in near future.
SOUTH END: 18' to 20' oil mat wearing surface with 24' to 32' roadway.

PROJECT DATA: Construct 20' X 3-1/2" asphaltic concrete pavement with 4' shoulders on existing 18' oil mat wearing surface with 6' shoulders.

ROW WIDTH: Minimum 60'

MINIMUM DESIGN STANDARDS: One existing horizontal curve of 16° is to remain. This curve is at a road junction and any correction would create a problem at the junction as well as requiring acquisition of an existing house for right-of-way purposes.

ACCESS CONTROL: None
RR XING: ~~None~~ Ore. & Nec. RR. 1 track
Sight Distance - Unobstructed

SYSTEM ACTION: This is one of the routes included in Oregon's state-wide FAS System expansion which was reviewed and tentatively approved by representatives of the B.P.R. on 4/10/58. It will be formally submitted immediately following the Highway Commission meeting on May 8 and 9.

UNUSUAL OR COMPLICATED SITUATION: None

FAS 770 serves a large section of the highly developed farming area between Albany and Brownsville. It is a school bus and mail route.

NOTED
STATE HIGHWAY COMMISSION

JFH:mm

John F. Hagemann
Asst. County & City Relations Engineer

LINN COUNTY
PROPOSED PROJECTS

FAS 214 - Bates Park (South Fork Santiam River) Bridge, $100,000. This bridge is located southeast of Lebanon approximately 4 miles southeasterly from the junction of FAS 214 with FAP Route 37 (South Santiam Highway). The existing bridge carries Highway Department Bridge Inventory No. 1509.

The proposed project is to replace the existing 385' untreated timber bridge with a new structure having a roadway width of 24'. The FAS project will be for the structure only (including removal of the existing bridge). The county will construct road approaches as required. The road can be closed during construction.

The $100,000 programmed represents a preliminary estimate furnished by the bridge division and may be adjusted as more detailed estimates become available.

FAS 770 - Albany Canal-Lebanon Junction Section, approximately 4 miles, $85,000. This section extends from the new bridge over the Albany Canal southerly to the junction with FAS 216 (Corvallis-Lebanon Road). The section which will be reconstructed when the interstate route is built by the state should be omitted from the FAS project.

The proposed project is to place 3-1/2" of asphaltic concrete 20' in width and place 4'-wide rock or gravel shoulders. The existing road has a 19'-wide bituminous wearing surface with variable width shoulders. Linn County will establish a uniform width by widening and placing base material on the shoulders prior to the FAS contract.

The $85,000 programmed represents the presently estimated balance of fiscal year 1959 FAS funds available to Linn County and may be adjusted as final costs of other projects become available.

NOTED
JOHN D. GRAHAM

(58-a)
12/13/57 Approved - 1/16/58

DS-200(2) Deschutes County Roads oiling 1958 proj. on twelve county roads.

5234

Form A-100--10M--6-58

INVOICE

Oregon State Highway Department

SALEM, OREGON

Deschutes County
Bend, Oregon

Attn: County Court

Contract 5234
1958 Billing

Invoice No. 60762

Date June 25, 1959

Your Req. No.

Billing Request No. 60-186

Credit Distribution: 509-1045-297

Final Billing: Deschutes County Roads, Olling (1958) covered by agreements dated June 4, 1958.

Original Advance Deposit	$35,368.17	
Less Amount Previously Transferred	30,368.17	
Balance in Advance Deposit		$ 5,000.00
County Share Total Cost as per Attached Statement	$30,478.05	
Less Amount Previously Transferred	30,368.17	
Balance		109.88
To be obtained		$4,890.12

F-75 657 B

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

State Printing 13107

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

May 26, 1959

Deschutes County Court
Courthouse
Bend, Oregon

Gentlemen:

Final costs are now available for the Deschutes County Roads, Oiling, 1958. As per the attached cost statement a refund of $4,890.12 is due the county in connection with this project.

If satisfactory this refund will be retained as part of the deposit required for the 1959 Deschutes County Roads Oiling project. → See FAS 659

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

Att.

COMPLETED 9/23/58

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Deschutes — Contract No. 5234 — Date 3/24/59

FAS 330, 554, 657, 659, 780, 709, 853, 658, 691, 778, 784, 792 Section Deschutes County Rlm., Oiling (1958)

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$109,708.82
Construction engineering				9,533.23
TOTAL CONSTRUCTION COSTS				$119,242.05

FEDERAL FUNDS COLLECTED FOR PROJECT

Regular FAS Funds		$ 47,241.00
DS (Crash) Funds		
D Funds	$20,687.00	
"L" Funds	4,600.00	$ 25,287.00

AGREED COUNTY SHARE OF TOTAL COSTS

Regular FAS Funds
(50% of difference between $76,000 and federal funds)
($76,000 - $47,241) X ½ ---------- $ 14,379.50

DS (Crash) Funds
(50% of difference between $29,000 and federal funds)
($29,000 - $25,287) X ½ ---------- $ 1,856.50

100 % of all costs over $105,000
$119,242.05 - $105,000.00 ---------- $ 14,242.05

TOTAL COUNTY SHARE ---------- $ 30,478.05

County Advance Deposit	$35,368.17
Less County Share	30,478.05
REFUND DUE COUNTY ----------	$ 4,890.12

JFlisog

December 1 19[illegible]

[illegible]

To [illegible] , Dr.

[illegible] Postoffice address Portland, Oregon

[illegible] Work done to Sept. 23, 1938 Contract No. 5234

[illegible] Prefix No. [illegible] Estimate No. [illegible]

Item	Unit	[illegible]	Total Quantities To Date	Total Amount To Date	Previous Amount	Present
[illegible]	mile	100.00	25.29	2,529.00	2,529.00	—
[illegible]	c.y.	3.50	12,344	43,204.00	43,064.00	2[illegible]
[illegible] asphalt	ton	15.00	439.63	19,733.[illegible]	19,[illegible]	—
[illegible]	ton	[illegible]	920.86	39,5[illegible]	39,596.[illegible]	—
[illegible]	Gal.	2.50	2,533	3,832.50	3,832.50	—
[illegible] ment				672.49	672.49	—

[illegible] ved to [illegible] 105,706.82 105,[illegible].82 2[illegible]

[illegible] 1923 Retained 0 — — —

[illegible] with Sets. A but Final Payments 1[illegible] 10[illegible] —

[illegible] by the Bidder [illegible] To be paid on this estimate, $ 250.00
I warrer
A. A. Fosmen

[illegible] No. 27330

December 1 19

STATE OF OREGON

To A. L. Smith, Inc. , Dr.

County [illegible] Postoffice address Portland, Oregon

Roads [illegible] Work done to Sept. 23, 1958 Contract No. 5234

[illegible] County Roads [illegible] Estimate No. 4 F.

Item	Unit	Price	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
[illegible]	mile	[illegible]	25.29	2,529.00	2,529.00	—
[illegible]	cu.	3.50	12,384	[illegible]	[illegible]	[illegible]
[illegible] asphalt	ton	15.00	439.53	19,730.85	[illegible]	—
[illegible]	ton	[illegible]	920.4	39,596.20	39,596.20	—
[illegible]	M/gal.	2.50	1,533	3,832.50	3,832.50	—
[illegible]				672.49	672.49	—
				Total	[illegible]	[illegible]
				10% Retained	—	—
				Total Payments	[illegible]	[illegible]

[illegible] Approved by [illegible] 23[illegible]

[illegible] Contract 5234 Date 9 Est. 4 Fnl Final

Prepared by Wm. Fair
J. Winner
A. A. Fraser

Checked by

To be paid contractors this estimate, $ 230.00

Previous Voucher No. 27330

Contract No. 5234

Monthly transaction number RECEIVED MAR 1959 Project report number FOR FILING	Form R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-17-59	State **Oregon** County **Deschutes** Project number **S-377(1)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 26 (5234), 19 58, is hereby modified as follows:

Revised estimated total cost of project $ 26,080

Revised Federal funds $ 15,960

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17 day of March, 1959.

OREGON STATE HIGHWAY DEPARTMENT
(Official Name of Highway Department)

By _____
Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Folk
Division Engineer

USComm-DC 11170

March 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Three Creek Section, Project No. S-377(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
FOR FILING

Monthly Transaction No. 9-8	Form (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 3	FEDERAL-AID PROJECT AGREEMENT	County Deschutes
		Project No. S-377(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini: **Three Creeks Section - From 0.4 mile south Jct. FA 5 to end of FAS 853 on a county road.**

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-29-58	4.000
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$26,358.00	$ 15,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
C. G. POLK
Division Engineer

Date executed by Division Engineer August 26, 1958

USComm-DC 40257

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Three Creeks Section, Project No. S-377(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:mas

August 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Three Creeks Section, Project No. S-377(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:mas

Oregon State Highway Department

Federal Aid Secondary
Project No. S-377(1)

THREE CREEKS SECTION OF FAS ROUTE NO. 853

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 6, 1958

Type Code 5231
Roadway (Sta. 0+00 to Sta. 211+20)(Contract No. 5234)

Preparation of Base	4.00 miles	$100.00	$ 400.00
Furnishing and Placing Aggregates	2,900 cu. yds.	3.50	10,150.00
RC-3 Asphalt	74 tons	45.00	3,330.00
200-300 Asphalt	229 tons	43.00	9,847.00
Sprinkling	74 M-gals.	2.50	185.00
			$ 23,912.00
Flagging (57½¢ of Contractor's Cost)	All Required		50.00
	Subtotal		$ 23,962.00
	10% Engr. & Cont.		2,396.20
	Total		$ 26,358.20

Length of Roadway. . . . . 4.000 miles
Cost of Roadway per mile $6,589.55

Federal Funds	$ 15,000.00
State Funds	5,000.00
County Funds	6,358.20
	$ 26,358.20

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939
Funds for Maint.: Chap. 529, laws, 1939

NOTE: Necessary funds have been deposited by Deschutes County with the Highway Department

Fed. Aid No 5234

Control transaction number

RECEIVED
MAR 3 1959
FOR FILING

Project report number
7

Form 2A (8-31)
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Deschutes

Project number: S-375(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties 5234 and executed by the Division Engineer on August 26, 1958, is hereby modified as follows:

Revised estimated total cost of project $ 12,883

Revised Federal funds $ 7,884

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17 day of March, 1959.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
Deputy
State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
C. C. Polk
Division Engineer

USComm-DC 11170

March 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Lambert Road Section, Project No. S-375(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

RNC:mfh

Forrest Cooper
Deputy State Highway Engineer

5234

Monthly Transaction No.	Form (9-1[illegible]) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project Report No. 3	FEDERAL-AID PROJECT AGREEMENT	County: Deschutes
		Project No. S-375(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Lombart Road Section - From Jct. FAS 779 east to Crook Co. line (entire route) on a county road.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-29-58	2.600
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$11,754.00	$6,600.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
C. G. POLK
Division Engineer

Date executed by Division Engineer August 26, 1958

USComm-DC 40257

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Lombart Road Section, Project No. S-375(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EHC:mmm

August 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Lambart Road Section, Project No. S-375(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WNC:mas

Oregon State Highway Department

Federal Aid Secondary
Project No. S-375(1)

LAMBART ROAD SECTION OF FAS ROUTE 780

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 1, 1958

Type Code 3210
Roadway (Sta. 0+00 to Sta. 137+28)(Contract No. 5234)

Preparation of Base	2.60 miles	$100.00	$ 260.00
Furnishing and Placing Aggregates	1,195 cu. yds.	3.50	4,182.50
RC-3 Asphalt	48 tons	45.00	2,160.00
200-300 Asphalt	91 tons	43.00	3,913.00
Sprinkling	48 M-gals.	2.50	120.00
			$ 10,635.50
Flagging (57½% of Contractor's Cost)	All Required		50.00
	Sub total		$ 10,685.50
	10% Engr. & Cont.		1,068.55
	Total		$ 11,754.05

Length of Roadway. . . . . 2.600 miles
Cost of Roadway Per Mile $4,520.78

Federal Funds	$ 6,600.00
State Funds	2,200.00
County Funds	2,954.05
	$11,754.05

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939
Funds for Maint.: Chap. 529, Laws, 1939

NOTE: Necessary funds have been deposited by Deschutes County with the Highway Department.

RECEIVED
SEP 24 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 18, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3234			
5234 (VOUCHER NO.)	4 post final (WARRANT NO.)	Babler Bros., Inc. (AMOUNT)	(DATE)
29078	H 231021	$280.00	12/18/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenborn
ACCOUNTING DIVISION

Specified completion date: 60 workdays from July 5, 1958

Time Extensions: None

Completion Date: Sept. 23, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Dec. 19, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
[redacted]
Secretary

Warrant Mailed: DEC 19 1958

NOTED ON CARD

RECEIVED
FOR FILING
bl 200 (2)
COUNTY ROADS
CONTRACT NO. 5234

NOTED
W. C. WILLIAMS

December 3, 1958

FINAL COST ANALYSIS

OILING
BABLER BROS. INC., CONTRACTOR
A.A. FOSSEN, RESIDENT ENGINEER

DESCHUTES COUNTY
PREFIX: 509-1045

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	25.29	Miles	$100.00	$67.46	$ 1,706.22	$ 2,529.00
Furnishing and Placing Aggregates	12,384	Cu.Yds.	3.50	3.47	42,940.50	43,344.00
RC-3 Asphalt	438.53	Tons	45.00	42.63	18,695.95	19,733.85
200-300 Asphalt	920.86	Tons	43.00	39.64	36,508.65	39,596.98
Sprinkling	1,533	M/gals.	2.50	2.36	3,627.90	3,832.50
Force Account (Flagging Cost)					672.49	672.49
					$104,151.71	$109,708.82

Gross Revenue	$109,708.82
Total Cost	104,151.71
Net Profit	$ 5,557.11

Net Profit Equals 5.1% of Gross Revenue.

BABLER BROS. INC.

DETAIL OF COST

Labor:		
Labor and Supervision	$15,560.82	
Labor Insurance	1,625.89	
Health and Welfare	402.48	
		$ 17,589.19
Materials:		
RC-3 Asphalt 438.53 Tons at $28.75	$12,607.74	
Freight on RC-3 Asphalt 438.53 Tons at $8.03	3,522.42	
200-300 Asphalt 920.86 Tons at $26.00	23,942.36	
Freight on 200-300 Asphalt 920.86 Tons at $8.03	7,394.51	
Cost of Oil Aggregates	16,558.00	
		$ 64,025.03
Equipment Rental and Miscellaneous Supplies:		
Equipment Rentals (owned)	$ 6,930.52	
Hired Trucks	6,965.81	
Gas, Oil and Grease	5,552.98	
Small Tools and Miscellaneous Supplies	662.00	
Bond	383.98	
Home Office and General Overhead	2,042.20	
		$ 22,537.49
TOTAL COST		$104,151.71

REMARKS

This was a "Federal Aid Secondary Project" calling for the construction of 25.05 miles of oiling on 12 units of county roads in Deschutes County. The project was bid June 17, 1958. Work started August 18, 1958 and the project was completed September 22, 1958.

On August 18, 1958 the contractor moved in a complete oiling outfit and started oiling on Units G, H, F, and K. All oiling aggregates used on these units were obtained from the commercial crushing plant at Tumalo at $1.90 per cubic yard in stockpile at the crusher. The oiling aggregates used on all the other units were bought from the Cinder Hill Crushing Plant north of Redmond at $1.25 per cubic yard in stockpile at the plant. All aggregates were hauled in hired trucks.

The contractor having good production on oiling and with fair bid prices, received a fair profit from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

RECEIVED
DEC 1 1958
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 26, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
523	3-F	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27330	H 229245	$3,282.86	11/26/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenborn
ACCOUNTING DIVISION

Specified completion date: 60 workdays from July 5, 1958

Time Extensions: None

Completion Date: Sept. 23, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 28, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Quiney
~~H. B. Glaisyer~~
Secretary

Warrant Mailed:
DEC 1 1958

jc

NOTED ON CARD

FAS____ County_____ Contract No. ____

Section_____

Location_____

_____

RECEIVED
NOV 12 1958
FOR FILING

November 10, 1958

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.,
Portland 2, Oregon

Gentlemen:

Friday afternoon Mr. Jim Folston called in this office regarding a discrepancy of 78 cu. yds. in Item No. 2, furnishing and placing aggregates, on the Deschutes County Roads Oiling Project, State Contract No. 5234.

Another check has been made of the duplicate rock receipt tickets for Item No. 2 and the final estimate amount of 12,304 cu. yds. again checked. There are, however, three tickets which could be questioned. Therefore, all tickets are being returned to the Resident Engineer for recheck by him.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probett
Office Engineer

cc: Tom Edwards

DBP:cr

RECEIVED
NOV 5 - 1958
FOR FILING

Nov. 3, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5234 for oiling on the Deschutes County Roads was completed by the contractor, Babler Bros., Inc., on Sept. 23, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $3,282.86 will be released to the contractor on or after Nov. 13, 1958. The total contract amount is $109,428.82, of which amount $672.49 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
OCT 14 1958
FOR FILING

Oct. 14, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Bahler Bros., Inc., in connection with Contract No. 5234, for oiling on the Deschutes County Roads.

This payment, in the amount of $48,276.11, will be released to the contractor on or after October 24, 1958. The retained percentage is $3,282.86.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

NOTED
V. R. JONES

October 13, 1958

NOTED
Harold C. Ayers

Deschutes County Court
Courthouse
Bend, Oregon

NOTED

Gentlemen:

This is to advise you that work on Contract No. 5234, Deschutes County Roads Oiling Section, in Deschutes County was completed on September 23, 1958.

Under the terms of the agreement signed by the Court on June 27 and by the Highway Commission on July 11, 1958, the County assumed maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Form E-1—10M—7-57

OREGON STATE HIGHWAY DEPARTMENT

DI-200(2)
5234

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 3, 1958, 19

Section Deschutes County Oiling Project

Highway 12 Co. Rds. County Deschutes

Contractor Babler Brothers, Inc.

Date of contract June 25, 1958

Date work started Aug. 18, 1958

Project authorization . . . . $ 123,750.00
Exclusive of engineering . . . . $ 114,950.00

Kind of work Oiling

Section prefix 509-1045-900

Contract number 5234

Specified work days 60 (begin July 5)

Work days used 30

Per cent of time elapsed 50%

[redacted]cost of completed project, exclusive of engineering . . . . . $ 109,428.73

[redacted]per cent [redacted]or underrun . . . . . 4.54 %

Per cent of contract completed, based on total contract price . . . . . 100.00 %
Engineering authorization . . . . $ 8,800.00

Engineering cost to date $ 8,700.00, 98.86 %

Date project was completed Sept.23, 1958, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this project started August 18, 1958, when the strike was officially over. Excellent progress was made from then on as ideal weather prevailed. Work started in the Bend and Tumalo areas. Aggregates (crushed gravel) for Units "F","G","H", & "K" were purchased by the contractor from the commercial plant at Tumalo. Cinder aggregates for units "A", "B", "C", "D", "E", "I", "J", & "L" were purchased from the commercial plant at Cinder Hill, north of Redmond.

Semi-final estimate was submitted to the Bend Division office on Oct.3, 1958.

Final Report:

CONSTRUCTION DIVISION
RECEIVED
OCT - 6 1958
NOTED- E A B
CE RDE ACE CO.

Signed A.A. Fossen Res. Eng'r

Address Box 151 Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				25.29	
Miles partially completed					
Miles completed				25.29	
Total estimated quantities (contract)				1,430 ton 12,880 C.Y.	
Total quantities corrected to date				1,360 ton 12,304 C.Y.	
Estimated quantities moved or placed to date				1,360 ton 12,304 C.Y.	
Average daily quantities			30 Days	45 ton 410 C.Y.	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear & Warm		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
SEP 30 1958
FOR FILING

September 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 23, 1958, on Contract No. 5234, Deschutes County Roads Oiling Section, in Deschutes County, in connection with Federal Aid Project No. DS-200(2), DS-300(2), DS-340(2), DS-382(1), DS-383(1), S-199(3), S-345(2), S-375(1), S-376(1) and S-377(1).

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: Clarence C. Swanson
DBP:cr

Form E-1—10M—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 3, 1958, 19

Section Deschutes County Oiling Project	Kind of work Oiling
Highway 12 Co. Rds. County Deschutes	Section prefix 509-1045-900
Contractor Babler Brothers, Inc.	Contract number 5234
Date of contract June 25, 1958	Specified work days 60 (begin July 5)
Date work started Aug. 18, 1958	Work days used 30
Project authorization . . . . . $ 123,750.00	Per cent of time elapsed 50% %
Exclusive of engineering . . . . $ 114,950.00	
[illegible] cost of completed project, exclusive of engineering	$ 109,428.73
[illegible] per cent [illegible] or underrun	4.54 %
Per cent of contract completed, based on total contract price	100.00 %
Engineering authorization . . . . . $ 8,800.00	
Engineering cost to date $ 8,700.00, 98.86 %	Date project was completed Sept. 23, 1958, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this project started August 18, 1958, when the strike was officially over. Excellent progress was made from then on as ideal weather prevailed. Work started in the Bend and Tumalo areas. Aggregates (crushed gravel) for Units "F", "G", "H", & "K" were purchased by the contractor from the commercial plant at Tumalo. Cinder aggregates for units "A", "B", "C", "D", "E", "I", "J", & "L" were purchased from the commercial plant at Cinder Hill, north of Redmond.

Semi-final estimate was submitted to the Bend Division office on Oct.3, 1958.

Final Report:

CONSTRUCTION DIVISION
RECEIVED
OCT - 6 1958
NOTED- E A B

Signed A. A. Fosen
A.A. Fosen Res. Eng'r
Address Box 151 Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				25.29	
Miles partially completed					
Miles completed				25.29	
Total estimated quantities (contract)				1,430 ton 12,500 C.Y.	
Total quantities corrected to date				1,360 ton 12,304 C.Y.	
Estimated quantities moved or placed to date				1,360 ton 12,304 C.Y.	
Average daily quantities			30 Days	45 ton 410 C.Y.	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear & warm		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
AUG 29 1958

Monthly Transaction No. 9-59	Form (9-12-56) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project Report No. 3	FEDERAL-AID PROJECT AGREEMENT	County Deschutes
		Project No. S-376(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Dodds Road Section - Entire FAS 789 route on a county road.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-29-58	4.250
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$19,319.00	$11,400.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
C. C. POLK
Division Engineer

Date executed by Division Engineer August 26, 1958

USComm-DC 40757

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Dodds Road Section, Project No. S-376(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RWC:mas

August 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Dodds Road Section, Project No. S-376(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:mas

Oregon State Highway Department

Federal Aid Secondary
Project No. S-376(1)

DOUDS ROAD SECTION OF FAS ROUTE NO. 782

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 6, 1958

Type Code 3210
Roadway (Sta. 0+00 to Sta. 224+40)(Contract No. 5234)

Preparation of Base	4.25 mile	$100.00	$ 425.00
Furnishing and Placing Aggregates	1,955 cu. yds.	3.50	6,842.50
MC-3 Asphalt	79 tons	45.00	3,555.00
200-300 Asphalt	151 tons	43.00	6,493.00
Sprinkling	79 M-gals.	2.50	197.50
			$17,513.00
Flagging (57½¢ of Contractor's Cost)	All Required		50.00
	Subtotal		$17,563.00
	10% Engr. & Cont.		1,756.30
	Total		$19,319.30

Length of Roadway . . . . . 4.250 miles
Cost of Roadway per mile. $4,545.71

Federal Funds	$11,400.00
State Funds	3,800.00
County Funds	4,119.30
	$19,319.30

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
Funds for Maint.: Chap. 529, laws, 1939

NOTE: Necessary funds have been deposited by Deschutes County with the Highway Department.

RECEIVED

Monthly Transaction No. FOR 8/1/58	Form (9-12-) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project Report No. 3	FEDERAL-AID PROJECT AGREEMENT	County Deschutes
		Project No. S-345(2)

3234 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Walker Road Section - From Jct. FAS 398 south to Jct. FAS 789 on a county road.**

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-29-58	2.00
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 9,017.00	$5,400.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. POLK
Division Engineer

Date executed by Division Engineer August 26, 1958

USComm-DC 40257

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Walker Road Section, Project No. S-345(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EHC:mas

August 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis of project agreement for the Walker Road Section, Project No. S-345(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:mas

Oregon State Highway Department

Federal Aid Secondary
Project No. S-345(2)

WALKER ROAD SECTION OF FAS ROUTE 594

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 1,1958

Type Code 3210
Roadway (Sta. 0+00 to Sta. 105+40)(Contract No. 5234)

Preparation of Base	2.00 miles	$100.00	$ 200.00
Furnishing and Placing Aggregates	910 cu. yds.	3.50	3,185.00
MC-3 Asphalt	36 tons	45.00	1,620.00
200-300 Asphalt	71 tons	43.00	3,053.00
Sprinkling	36 M-gals.	2.50	90.00
			88,148.00
Flagging (57½% of Contractor's Cost)	All Required		50.00
	Subtotal		88,198.00
	10% Engr. & Cont.		819.80
	Total		$9,017.80

Length of Roadway. . . . . 2.00 miles
Cost of Roadway per mile $4,508.90

Federal Funds.	$ 5,400.00
State Funds	1,808.90
County Funds	1,808.90
	$ 9,017.80

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939
Funds for Maint.: Chap. 529, laws, 1939

NOTE: Necessary funds have been deposited by Deschutes County with the Highway Department

Monthly Transaction No.	Form (9-12 ...) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project Report No. 3 [illegible]	FEDERAL-AID PROJECT AGREEMENT	County Deschutes
		Project No. S-199(3)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Franks Road Section - From FA 5 northerly and easterly to FAS 658 on a county road.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-29-58	2.700
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$11,761.00	7,200.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By [signature]

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. POLK
Division Engineer

Date executed by Division Engineer August 26, 1958

USComm-DC 40257

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Franks Road Section, Project No. S-199(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EHC:mas

August 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Franks Road Section, Project No. S-199(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:mfh

Oregon State Highway Department

Federal Aid Secondary
Project No. S-199(3)

FRANKS ROAD SECTION OF FAS ROUTE NO. 657

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 6, 1958

Term Code 3210
Roadway (Sta. 0+00 to Sta. 142+56)
(Contract No. 5234)

Preparation of Base	2.70 miles	$100.00	$ 270.00
Furnishing and Placing Aggregates	1,130 cu. yds.	3.50	3,955.00
RC-3 Asphalt	50 tons	45.00	2,250.00
200-300 Asphalt	94 tons	43.00	4,042.00
Sprinkling	50 M-gals.	2.50	125.00
			$10,642.00
Flagging (57½% of Contractor's Cost)	All Required		50.00
	Subtotal		$10,692.00
	10% Engr. & Cont.		1,069.20
	Total		$11,761.20

Length of Roadway . . . . . 2.700 miles
Cost of Roadway Per Mile $4,356.00

Federal Funds	$ 7,300.00
State Funds	2,230.60
County Funds	2,230.60
	$11,761.20

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939;

State Funds for Maint.: Chap. 529, Laws 1939.

NOTE: Necessary funds have been deposited by Deschutes County with the Highway Department.

RECEIVED
AUG 21 1958
FOR FILING
DS-200(2)
5234

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 18, 1958, on Contract No. 5234, Deschutes County Roads Oiling Project Section, in Deschutes County, in connection with Federal Aid Project Nos. DS-200(2), DS-320(2), DS-340(2), DS-382(1), DS-383(1), S-199(3), S-345(2), S-375(1), S-376(1), and S-377(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mas

RECEIVED

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-383(1)

5234

TYPED ROAD SECTION OF

FAS ROUTE No. 792 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1950

Type Code 3210
Roadway (Sta. 0+00 to Sta. 105+60) (Contract No. 5234)

Preparation of Base	2.00 miles	$100.00	$ 200.00
Furnishing and Placing Aggregates	910 cu. yds.	3.50	3,185.00
RC-3 Asphalt	36 tons	45.00	1,620.00
200-300 Asphalt	71 tons	43.00	3,053.00
Sprinkling	36 M-gals.	2.50	90.00
			$8,148.00
Flagging (57½% of Contractor's Cost)	All Required		50.00
	Subtotal		$8,198.00
	10% Engr. & Cont.		819.80
	Total		$9,017.80

Length of Roadway 2.000 Miles
Cost of Roadway per Mile $4,508.90

Federal "DS" Funds	$6,700.00
Federal "LS" Funds	1,400.00
State Funds	458.90
County Funds	458.90
	$9,017.80

State Funds For Const.: Chap 175, Laws 1917; Chap 31, Laws 1920; Chap 529, Laws 1939.

Funds For Maint.: Chap 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-320(2)

5234

LAT MILL - OIL & CHIP SECTION OF

FAS ROUTE No. 697 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 3210
Roadway (Sta. 0+00 to Sta. 73+92) (Contract No. 5234)

Preparation of Base	1.40 miles	$100.00	$ 140.00
Furnishing and Placing Aggregates	640 cu. yds.	3.50	2,240.00
RC-3 Asphalt	26 tons	45.00	1,170.00
200-300 Asphalt	48 tons	43.00	2,064.00
Sprinkling	27 M-gal.	2.50	67.50
			$ 5,681.50
Flagging (57½% of Contractor's Cost)	All required		50.00
	Subtotal		$ 5,731.50
	10% Engr. & Cont.		573.15
	Total		$ 6,304.65

Length of Roadway . . . . . 1.400 Miles
Cost of Roadway Per Mile. . . $4,503.32

Federal "DS" Funds.	$ 4,400.00
Federal "LS" Funds.	1,000.00
State Funds	452.30
County Funds.	452.35
	$ 6,304.65

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-340(2)

NEW ROAD SECTION OF

FAS ROUTE NO. 778 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1950

Type Code 3210
Roadway (Sta. 0+00 to Sta. 52+00)(Contract 5234)

Preparation of Base	1.00 Miles	$100.00	$ 100.00
Furnishing and Placing Aggregates	455 cu. yds.	3.50	1,592.50
MC-3 Asphalt	18 tons	45.00	810.00
200-300 Asphalt	35 tons	43.00	1,505.00
Sprinkling	18 M-gal.	2.50	45.00
			$ 4,052.50
Flagging (57½ of Contractor's Cost)	All Required		50.00
		Subtotal	$ 4,102.50
		10% Engr. & Cont.	410.25
		Total	$ 4,512.75

Length of Roadway . . . . . 1.000 Mile
Cost of Roadway Per Mile. . . . $4,512.75

Federal "S" Funds.	$ 3,300.00
Federal "L" Funds.	700.00
State Funds	256.35
County Funds.	256.40
	$ 4,512.75

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1930; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-382(1)

5234

[illegible]

[illegible] 5234

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 3210
Roadway (Sta. 0+00 to Sta. 58+08)(Contract No. 5234)

Preparation of Base	1.10 miles	$100.00	$	110.00
Furnishing and Placing Aggregates	495 cu. yds.	3.50		1,732.50
MC-3 Asphalt	21 tons	45.00		945.00
200-300 Asphalt	39 tons	43.00		1,677.00
Sprinkling	20 M-gal.	2.50		50.00
			$	4,514.50
Flagging (57½% of Contractor's Cost)	All required			50.00
		Subtotal	$	4,564.50
		10% Engr. & Cont.		456.45
		Total	$	5,020.95

Length of Roadway . . . . . 1.100 Miles
Cost of Roadway Per Mile. $4,564.50

Federal "DS"Funds	$ 3,700.00
Federal "L3" Funds.	300.00
State Funds	260.45
County Funds.	260.50
	$ 5,020.95

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-200(2)

~~LOG ROAD SECTION OF FAS ROUTE NO. 658~~

~~IN DESCHUTES COUNTY~~

5234

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 3210
Roadway (Sta. 0+00 to Sta. 5280)(Contract No. 5234)

Preparation of Base	1.00 miles	$100.00	$ 100.00
Furnishing and Placing Aggregate	455 cu. yds.	3.50	1,592.50
MC-3 Asphalt	18 tons	45.00	810.00
200-300 Asphalt	35 tons	43.00	1,505.00
Sprinkling	18 M-gal.	2.50	45.00
			$ 4,052.50
Flagging (57½ of Contractor's Cost)	All Required		50.00
	Subtotal		$ 4,102.50
	10% Engr. & Cont.		410.25
	Total		$ 4,512.75

Length of Roadway . . . . . 1.000 Mile
Cost of Roadway Per Mile. . . . $4,512.75

Federal "DS" Funds.	$ 3,300.00
Federal "LS" Funds.	700.00
State Funds	256.35
County Funds.	256.40
	$ 4,512.75

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

FORM E-120 SM

RECEIVED
JUL 24 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 24, 1958

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5234, awarded June 25, 1958, for Deschutes County Roads Oiling Project.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 10 1958
FOR FILING

July 9, 1958

County Court of Deschutes County
Court House
Bend, Oregon

Gentlemen:

We are enclosing for the records and files of Deschutes County one fully executed copy of a maintenance agreement and one fully executed copy each of two finance agreements between the State Highway Commission and Deschutes County covering the Deschutes County Oiling Project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 3

RECEIVED
JUL 10 1958
FOR FILING

Salem, Oregon
July 9, 1958

FAS Project Agreements
Deschutes County

Mr. C. G. Swenson
Engineer, County & City Relations
O f f i c e

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy each of two finance agreements with Deschutes County covering the Deschutes County Oiling Project.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Deschutes County.

Secretary

rn
Attach: 6

FORM E-30 SOM 8-57—6563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1958

SUBJECT: FAS Project Agreements
Deschutes County

To: Mr. G. S. [illegible]xson
O F F I C E

Attached are three copies each of finance agreements covering the Deschutes County Roads oiling project. Two copies of each agreement have been executed by the Court and are now ready for signature by the Highway Commission. These copies require your signature of approval. One set of agreements covers regular Federal Aid funds and the other is for the emergency DS Fund.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B. P. R.

The regular Federal Aid Project was approved on February 27, 1958, and the DS project on June 19, 1958.

John D. Graham
Office Engineer
Co & City Relations

JDG:be
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date June 30, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 2-27-58 Min. Page 38 also 6-19-58 agenda Item 3-h
Secretary

RECEIVED
JUN 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
Harold C. Ayers

June 26, 1958

NOTED
John F. Hagemann

Deschutes County Court
Courthouse
Bend, Oregon

Gentlemen:

This is to advise that contract number 523A has been awarded to Babler Brothers, Inc., for oiling the Deschutes County Roads project. A copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:be

NOTED
C. G. SWENSON

Form A-150 [illegible] 3-57

NOTED
C. G. SWENSON

INVOICE

Oregon State Highway Department

SALEM, OREGON

Deschutes County
Bend, Oregon

Attn: County Court

NOTED
John F. Hagemann

Invoice No. 56150

Date June 25, 1958

Your Req. No.

Billing Request No. cc 411

Credit Distribution: 509-1045-297

Advance Deposit	35,368.17
Partial transfer county's share costs of the Deschutes County Oiling Project covered by agreement dated June 1958	30,368.17
To be retained	$5,000.00

RECEIVED
JUN 25 1958
[illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request. $ .....

By .....

State Printing 4396

RECEIVED
JUL 17 1958
FOR FILING

June 23, 1958

Babler Brothers, Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 accepted your proposal for oiling on twelve county roads in the vicinity of Terrebonne, Redmond, Bend, Alfalfa, Tumalo and Sisters, in Deschutes County, for the sum of $109,500 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5234.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

Hc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 25, 1958

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

Contract for Deschutes County Roads oiling project on twelve county roads in Deschutes County for which you submitted low bid on June 17, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

llc
cc: Accounting (5003-900)
C. W. Head
Files

NOTED
Harold C. Ayers

June 19, 1958

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
John F. Hagemann

Gentlemen:

A satisfactory bid was received on June 17 from Babler Bros., Inc., of Portland for the Deschutes County Roads Oiling Project. As per the agreement between county and state, the following advance deposit is required prior to award of a contract:

Bid items	$109,500
Flagging	500
12-1/2% Engr'ing & contingencies	13,750
Estimated Total Cost....	$123,750

Advance Deposit	
5% of $29,000 =	$ 1,450
20% of $76,000 =	15,200
All over $105,000 =	18,750
Total Deposit.....	$ 35,400.00
Less refund due on 1957 oiling projects.....	2,968.17
Required Cash Deposit...	$ 32,421.83 or say $32,400

Please make this deposit by means of a check or warrant in the amount of $32,400 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm

Rec'd
6/24/58
Cash #5234
509-1045

NOTED
Harold C. Ayers

June 16, 1958

Mrs. Helen M. Dacey
Deschutes County Clerk
Courthouse
Bend, Oregon

NOTED
John F. Hagemann

NOTED
V. R. JONES

Dear Mrs. Dacey:

Enclosed are two copies of a finance agreement, six copies of a maintenance agreement, and two copies of an encroachment resolution covering the Deschutes County Roads Oiling FAS Project.

These documents have all been signed by the Court but they also require your signature and seal. Will you please do this and return all copies so as to arrive in Salem Wednesday, June 18.

Very truly yours,

W. C. Williams
State Highway Engineer

By

657

John D. Graham
Office Engr., County and City Relations

JDG:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

PROPOSED PROJECTS (County DS Funds) June 9, 1958

County	FAS Hwy. No.	Section and Description			Programmed Amount
Baker	511	Eagle Creek Bridge, structure only.			$ 23,000
Clackamas	122	Shipley (Tualatin River) Bridge	)		$ 91,000
	810	Little Clear Creek & Clear Creek Bridges (2))	···		
		(Substitution of DS funds for regular FAS funds on projects approved by Highway Commission 5/8/58)			
Columbia	816	Milton Creek (St. Helens) Bridge (Substitution of DS funds for regular FAS funds on project approved by Hwy. Comm. 2/27/58)			$ 35,000
Coos	252	North Fork Coquille River (Fairview) Bridge, structure only.			$ 43,000
Curry	876	Crook Creek Bridge, structure only)			$ 17,000
	878	Edson Creek Bridge, structure only)			
Deschutes	658	Eby Road Section	1 mile)		
	691	East Unit, Ward Road Section	1.4 ")		
	778	Wimp Road Section	1 ")	Oiling	$ 29,000
	784	Bailey Road Section	1.1 ")		
	792	Tweed Road Section	2 ")		
		(Supplementing regular FAS funds with DS funds on projects approved by Hwy. Comm. 2/27/58)			
Douglas	800	Garden Valley Road Section, 0.6 mile. G & P.			$ 61,000
Gilliam	441	Lonerock Creek Bridge. (Substitution of DS funds for regular FAS funds on project approved by Hwy. Comm. on 1/16/58)			$ 18,000
Grant	453	South Fork John Day River Section, grading. (Supplementing regular FAS funds with DS funds on project approved by Hwy. Comm. 5/16/57)			$ 21,000
Harney	450	North Unit, Burns-Wright Point (state hwy.) sec. (Transfer of DS funds to state highway project as requested by county and approved by Hwy. Comm. on 5/8/58)			$ 25,000
Klamath	430	Lost River (Langell Valley) Bridge. (Substitution of DS funds for regular FAS funds on project approved by Hwy. Comm. 5/8/58)			$ 41,000
Lake	699	Bates Slough Bridge, structure only.			$ 27,000
Lane	210	McKenzie River Overflow Bridges (3).			$ 95,000

Comm. approved 6-19-58

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 6, 1958

Hon. C. L. Allen
Deschutes County Judge
Courthouse
Bend, Oregon

NOTED
John F. Hagemann

Dear Judge Allen:

Reference is made to your letter of May 5 regarding emergency federal-aid funds available to Deschutes County and to our telephone conversation of this date.

The estimated total cost for the oiling of 25.05 miles of FAS routes as presently scheduled and the county's share of same is as follows:

	Estimated Total Funds	Estimated County Share
Available regular FAS funds	$ 76,000	$15,200
DS (Emergency) funds available to county	29,000	1,500
County funds only	40,000	40,000
Estimated Total Cost for Oiling Project	$145,000	$56,700

The above estimate of required county funds is based on the assumption that the DS (emergency) funds will be used for the oiling project. If these funds were not used, the county's share of the total costs would be increased by $27,500 ($29,000 - $1,500).

Deschutes County has a refund of $2,968 due from the state for last year's FAS oiling project and, as previously discussed with you, this will be retained and applied against the deposit required for this year's project. As a result, the county's cash deposit which will be required in connection with this year's FAS oiling project would be reduced by approximately $3,000. The required deposit will, of course, be based on the low bid received rather than the foregoing estimate.

I am enclosing a sample copy of a vicinity map showing information our bridge division would need in order to design a bridge for the county. The bridge design will be made at no cost to the county.

Very truly yours,

W. C. Williams
State Highway Engineer

By
John F. Hagemann
Asst. Engr. - County & City Relations

NOTED
C. G. SWENSON

JFH:mm
Encl.

F. C. SHOLES, SHERIFF
HELEN M. DACEY, COUNTY CLERK
EDITH FAIRCHILD, TREASURER
LESLIE M. ROSS, ASSESSOR
ED RISEN, SURVEYOR

C. L. ALLEN, COUNTY JUDGE
F. C. SHEPARD, COMMISSIONER
D. L. PENHOLLOW, COMMISSIONER

VELMA G. BUCKINGHAM, SCHOOL SUPT.
G. F. RAKESTRAW, DISTRICT ATT'Y.
DR. GEORGE W. WINSLOW, CORONER

Deschutes County

State of Oregon

BEND, OREGON

May 5, 1958

RECEIVED
1958
ENGINEER
COUNTY & ... ...NS

Mr. Fred Hagerman
City-County Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Fred:

The Deschutes County Court elects to use the $28,000, which was allocated recently to Deschutes County under the emergency legislation, for the construction of a bridge across the Deschutes River at the site of the present bridge at Harper townsite. We will appreciate having the assistance of your department in planning this structure.

Also, for budgetary purposes, will you kindly give the Court an estimate of the oiling program on County roads for this season, and your estimate of the amount of County funds necessary to complete the project.

Yours very truly,

DESCHUTES COUNTY COURT

By C. L. Allen
County Judge

CLA/jc

5/6/58 Called Judge Allen this date & settled on using D funds for oiling project recently set up.

NOTED
John F. Hagemann

RECEIVED
MAY 6 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

NOTED
V. R JONES

Salem, Oregon
April 18, 1958

Deschutes County Roads FAS Oiling

Mr. Tom Edwards
O F F I C E

NOTED
John F. Hagemann

The subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

There is a total of only $76,000 of regular FAS funds available for the oiling project. The county originally planned to pay the balance with county funds; however, it now appears there will be an additional $29,000 of emergency Federal-aid funds available to Deschutes County which it is planned to apply towards the total cost.

Any costs not covered by Federal-aid will be paid entirely by Deschutes County.

Contracting should be delayed as long as is required to obtain program approval for the emergency Federal-aid fund.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:bm

cc: Frank Hall
V. G. O'Neil

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

June 6, 1958

NOTED
V R [illegible]

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies each of two agreements covering finances, six copies of a maintenance agreement, two copies of an encroachment resolution, and a set of plans and specifications covering the Deschutes County Roads Oiling Project of 25.05 miles upon which bids will be received June 17 in Salem.

The finance agreements cover state and county participation in costs and provide that the county will deposit 5% of $29,000 (DS funds), 20% of $76,000 (regular FAS funds), and 100% of all costs over $105,000 (total of DS and FAS funds). The estimated total cost for the entire project is $150,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and one copy of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than June 13.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm
Encl.

1 xtra copy

RESOLUTION

WHEREAS, certain sections of county roads in Deschutes County, State of Oregon, have been officially adopted for improvement by the State Highway Commission and Deschutes County, the sections adopted for improvement being designated as follows:

FAS 554	Walker Road	Oregon Project	S-345(2)
FAS 657	Franks Road	" "	S-199(3)
" 658	Eby Road	" "	DS-200(2)
" 691	Ward Road	" "	DS-320(2)
" 778	Wimp Road	" "	DS-340(2)
" 780	Lambart Road	" "	S-375(1)
" 784	Bailey Road	" "	DS-382(1)
" 789	Dobbs Road	" "	S-376(1)
" 792	Tweed Road	" "	DS-383(1)
" 853	Three Creeks Road	" "	S-377(1)

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county roads,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county roads until and unless said County of Deschutes will guarantee by resolution officially adopted by the [redacted] County Court, that no encroachments will be permitted upon the right-of-way of said county roads within the limits of the sections described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county roads, and will so regulate parking of vehicles on said county roads that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county roads, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county roads by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Deschutes County, Oregon, that no encroachments will be permitted on the sections of county roads named above which will permanently or unduly interfere with the free and convenient flow of traffic along said county roads, and will so regulate the parking of vehicles along said county roads as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county roads, nor impose any regulation of traffic upon said county roads which shall unduly discriminate against traffic upon said county roads by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county roads, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county roads for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Deschutes County, Oregon, this ____ day of _____, 1958.

By:

County Judge_____

ATTEST:

County Commissioner_____

_____

County Clerk

County Commissioner_____

MEMO TO J. W. NASH, 5/7/58

FAS 554, DESCHUTES COUNTY

TERMINI: From FAS 398 southerly and westerly to FAS 789 (Walker Rd. Section).

PROPOSED WORK: Construct 2-lane low type surface.

PROJECT LENGTH: 2.00 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$9,000	$5,400	$1,800	$1,800 (County)

EXISTING FACILITY:
ROADWAY: 26' wide gravel base and surface constructed by county during 1958. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS:
NORTH END: 20' oil mat with 3' shoulders constructed in 1957 under Oregon Project S-345(1).
SOUTH END: Junction FAS 789, end FAS 554.

PROJECT DATA: Construct 20' wide type C-9 oil mat wearing surface on grade and base constructed by county to approved highway standards. County to place shoulder aggregate 3' in width without federal cooperation.

ROW WIDTH: 40' minimum.

MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.
RR XING: None

SYSTEM ACTION: Requires extension of existing FAS 554.

UNUSUAL OR COMPLICATED SITUATIONS: None.

Route data submitted under Oregon Project S-345(1).

JFH:[redacted]

MEMO TO J. W. NASH, 5/7/58

FAS 657, DESCHUTES COUNTY

TERMINI: From FAP Route 5 northerly and easterly to FAS 658 (Franks Road Section).

PROPOSED WORK: Construct 2-lane low type surface.
PROJECT LENGTH: 2.7 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$12,000	$7,200	$2,400	$2,400 (County)

EXISTING FACILITY
ROADWAY: 24' to 26' wide gravel and cinder base and surface constructed by county during 1958. No substandard grade or alignment.
STRUCTURE: None.

ADJACENT SECTIONS:
SOUTH END: 20' oil mat with 2' shoulders constructed under Oregon Project S-199(2).
NORTH END: End of FAS route (junction FAS 658).

PROJECT DATA: Construct 20' wide type O-9 oil mat wearing surface on grade and base constructed by county to approved highway standards. County to place shoulder aggregate 2' to 3' in width without federal cooperation.

ROW WIDTH: Minimum 40'.

MINIMUM DESIGN STANDARDS: No exceptions.

ACCESS CONTROL: None.

RR XING: None.

SYSTEM ACTION: None required.

UNUSUAL OR COMPLICATED SITUATION: None

Route data submitted under Oregon Project S-199(2).

JFH:mm

MEMO TO J. W. NASH: 5/7/58

FAS 658, DESCHUTES COUNTY (DS PROJECT)

TERMINI: From FAS 395 southerly to north end of Oregon Project S-200(1) (Eby Road Section).

PROPOSED WORK: Construct 2-lane low type surface.

PROJECT LENGTH: 1.00 mile.

L-~~$~~700

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$4,600	$3,400	$~~600~~ 250	$~~600~~ 250 (County)

EXISTING FACILITY

ROADWAY: 24' to 26' wide gravel and cinder base and surface constructed by county during 1958. No substandard grade or alignment.

STRUCTURES: None.

ADJACENT SECTIONS:

NORTH END: Junction FAS 395, end FAS 658.

SOUTH END: 20' wide oil mat with 2' shoulders constructed under Oregon Project S-200(1).

PROJECT DATA: Construct 20' wide type O-9 oil mat wearing surface on grade and base prepared by county to approved highway standards. County to place shoulder aggregate 2' to 3' in width without federal cooperation

ROW WIDTH: 40' minimum.

MINIMUM DESIGN STANDARDS: No exceptions.

ACCESS CONTROL: None
RR XING: None.
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None.

Supporting data for FAS 658 submitted under Oregon Project S-200(1).

JFH:mm

MEMO TO J. W. NASH, 5/7/58

FAS 691, DESCHUTES COUNTY (DS PROJECT)

TERMINI: From easterly terminus of Oregon Project S-320(1) easterly to FAS [redacted] 692 (East Unit, Ward Road Section).

PROPOSED WORK: Construct 2-lane low type surface.

PROJECT LENGTH: 1.4 miles.

L-1000

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$6,000	$4,400	~~$800~~ 300	~~$800~~ 300 (County)

EXISTING FACILITY

ROADWAY: 24' to 26' wide ~~under~~ cinder base and surface constructed by county during 1958. No substandard grade or alignment.

STRUCTURES: None.

ADJACENT SECTIONS:

WEST END: 20' oil mat with 3' shoulders constructed under Oregon Project S-320(1).

EAST END: Junction FAS 692, end FAS 691.

PROJECT DATA: Construct 20' wide type O-9 oil mat wearing surface on grade and base prepared by county to approved hwy. standards. County to place shoulder aggregate 2' to 3' in width without federal cooperation.

ROW WIDTH: 40' minimum.
MINIMUM DESIGN STANDARDS: No exception.
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None

Route data submitted under Oregon Project S-320(1).

JFH:[redacted]

NOTED

MEMO TO J. W. NASH, 5/7/58

FAS 778, DESCHUTES COUNTY (D8 PROJECT)

TERMINI: From 1 mile north of FAS 395 easterly ~~xx~~ for one mile (Wimp Road Section).

PROPOSED WORK: Construct 2-lane low type surface.

PROJECT LENGTH: 1.00 mile. L - $700

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$4,600	$3,400	~~$600~~ 250	~~$600~~ 250 (County)

EXISTING FACILITY
ROADWAY: 24' to 26' wide cinder and gravel base and surface constructed by county during 1958. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS:
WEST END: 20' wide oil mat with 3' shoulders in good condition.
EAST END: 20' wide bituminous wearing surface with 5' shoulders in good condition.

PROJECT DATA: Construct 20' wide type O-9 oil mat wearing surface on grade and base prepared by county to approved highway standards. County to place shoulder aggregates 2' to 3' in width without federal cooperation.

ROW WIDTH: 40' minimum.

MINIMUM DESIGN STANDARDS: No ~~xxxx~~ exception.
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATION: None.

Route data submitted under Oregon Project S-340(1).

JFH:~~xx~~

MEMO TO J. W. NASH, May 7, 1958

NOTED

FAS 780, DESCHUTES COUNTY

TERMINI: From FAS 779 easterly to Crook County line (Lambart Rd. Section)

PROPOSED WORK: Construct 2-lane low type surface.
PROJECT LENGTH: 2.6 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$11,000	$6,600	$2,200	$2,200 (County)

EXISTING FACILITY
ROADWAY: 24' to 26' wide gravel base and surface constructed by county during 1958. No substandard alignment or grade.
STRUCTURES: None.

ADJACENT SECTIONS
EAST END: Junction FAS 779, end FAS 780.
WEST END: 12' gravel surface on 20' roadway.

PROJECT DATA: Construct 20' wide type C-9 oil mat wearing surface on grade and base prepared by county to approved highway standards. County to place shoulder aggregate 2' to 3' in width without federal cooperation.

ROW WIDTH: 40' minimum

MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: Requires addition to system.
UNUSUAL OR COMPLICATED SITUATION: None

FAS Route 780 serves a highly developed, irrigated farming area and is a mail and school bus route.

JFH:[redacted]

MEMO TO J. W. NASH, 5/7/58

FAS 784, DESCHUTES COUNTY (D8 PROJECT)

TERMINI: From FAS 319 near Tumalo southerly and westerly 1.1 miles (Bailey Road Section).

PROPOSED WORK: Construct 2-lane low type surface.
PROJECT LENGTH: 1.1 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$5,000	$3,700	~~$650~~ 250	~~$650~~ 250	(County)

EXISTING FACILITY
ROADWAY: 24' to 26' cinder and gravel base and surface constructed by county during 1958. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS:
NORTH END: Junction FAS 319, end of FAS 784.
SOUTH END: 20' wide oil mat wearing surface with 3' shoulders, in good condition.

PROJECT DATA: Construct 20' wide type 0-9 oil mat wearing surface on grade and base prepared by county to approved highway standards. County to place shoulder aggregate 2' to 3' wide without federal [redacted] cooperation.

ROW WIDTH: 40' minimum.
MINIMUM DESIGN STANDARDS: No exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: Requires route addition to system.
UNUSUAL OR COMPLICATED SITUATION: None.

FAS Route 784 serves irrigated, highly productive farm lands south of Tumalo. It is a mail and school bus route.

JFH:[redacted]

MEMO TO J. W. NASH, 5/7/58
FAS 789, DESCHUTES COUNTY

TERMINI: From FAS 398 southerly and westerly to Central Oregon Canal (Dodds Road Section).

PROPOSED WORK: Construct 2-lane low type surface.
PROJECT LENGTH: 4.25 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$19,000	$11,400	$3,800	$3,800 (County)

EXISTING FACILITY
ROADWAY: 24' to 26' wide gravel base and surface constructed by county during 1958. No substandard grade or alignment.

STRUCTURES: None

ADJACENT SECTIONS;
NORTH END: Junction FAS 398, end of FAS 789.
SOUTH END: Bituminous wearing surface 20' in width with 3' shoulders.

PROJECT DATA: Construct 20' wide type C-9 oil mat wearing surface on grade and base constructed by county to approved highway standards. County to place shoulder aggregates 2' to 3' in width without federal cooperation.

ROW WIDTH: 60'.

MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.
RR XING: None.

SYSTEM ACTION: Addition of this route has been requested by county and approved by Hwy. Commission. It was reviewed and approved by B.P.R. representatives in field office review 3/10/58 and formal submission to B.P.R. is being prepared.

UNUSUAL OR COMPLICATED SITUATION: None.

FAS 789 serves an irrigated, highly productive farming area and is a mail and school bus route.

JFH:mm

MEMO TO J. W. NASH, 5/7/58

FAS 792, DESCHUTES COUNTY (DS PROJECT)

TERMINI: From FAS 319 southerly 2 miles (Tweed Road Section).

PROPOSED WORK: Construct 2-lane low type surface.

PROJECT LENGTH: 2.0 miles. L - 1400

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$9,000	$6,700	~~$1,150~~ 450	~~$1,150~~ 450 (County)

EXISTING FACILITY
ROADWAY: 24' to 26' wide gravel base and surface constructed by county during 1958. No substandard grade or alignment.
STRUCTURES: None

ADJACENT SECTIONS:
NORTH END: Junction FAS 319, end FAS 792.
SOUTH END: 20' oil mat wearing surface with 3' shoulders in good condition.

PROJECT DATA: Construct 20' wide type O-9 oil mat wearing surface on grade and base prepared by county to approved hwy. standards. County to place shoulder aggregate 2' to 3' wide without federal cooperation.

ROW WIDTH: 40' minimum.

MINIMUM DESIGN STANDARDS: No exceptions

ACCESS CONTROL: None

RR XING: None
SYSTEM ACTION: Requires addition to system.

UNUSUAL OR COMPLICATED SITUATION: None

FAS Rte. 792 serves irrigated farming lands and also grazing lands. It is a mail and school bus route.

JFH:mm

MEMO TO J.W. NASH, 5/7/58

FAS 853, DESCHUTES COUNTY

TERMINI: From 0.4 mile south of FAP Rte. 5 in Sisters southerly to end of FAS 853. (Three Creeks Road Section).

PROPOSED WORK: Construct 2-lane intermediate type surface.

PROJECT LENGTH: 4.00 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$25,000	$15,000	$5,000	$5,000 (County)

EXISTING FACILITY:
ROADWAY: 26' wide gravel base and surface constructed by county during 1958. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS:
NORTH END: 20' bituminous wearing surface on 30' roadway.
SOUTH END: End of FAS route (road junction).

PROJECT DATA: Construct 20' wide type O-11 oil mat wearing surface on grade and base prepared by county to approved highway standards. County to place shoulder aggregate 3' in width without federal cooperation.

ROW WIDTH: 60'

MINIMUM DESIGN STANDARDS: No exception.
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: Requires addition to system.
UNUSUAL OR COMPLICATED SITUATION: None

FAS Rte. 853 serves as a log-haul route and for recreational traffic. It gives access to the timbered area south of Sisters.

JFH:

NOTED

March 3, 1958

NOTED
Harold C. Ayers

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
John F. Hagemann

Gentlemen:

On February 27 the Highway Commission approved the Deschutes County FAS projects as described in the attached tabulation.

Preparation of plans and specifications will be under the supervision of our division office with headquarters in Bend.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att: 58-b

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

DESCHUTES COUNTY
PROPOSED PROJECTS

FAS 330 - Tekampe Road Section, approximately 1 mile. This section extends from the end of the existing oil mat wearing surface approximately 3 miles south of Bend southerly and easterly to the end of FAS 330.

FAS 554 - Walker Road Section, approximately 2 miles. This section extends from the junction of FAS 554 with FAS 398 southerly and westerly to FAS 789.

FAS 657 - Franks Road Section, approximately 2.7 miles. This section extends from the junction of FAS 657 with FAP Route 5 (McKenzie Highway) near Cline Falls northerly and easterly to FAS 658.

FAS 658 - Eby Road Section, approximately 1 mile. This section extends from FAS 395 southerly to the end of the existing oil mat wearing surface.

FAS 659 - Atkinson Road-Whitmore Road Section, approximately 2.2 miles. This section extends from the existing oil mat wearing surface at the junction of Strixner and Atkinson Roads southerly, easterly, and southerly along Strixner and Phillips Roads to the existing oil mat wearing surface at the junction of Phillips and Whitmore Roads.

FAS 691 - East Unit, Ward Road Section, approximately 1.4 miles. This section extends from the easterly end of the Middle Unit, Ward Road Section, constructed in 1956, easterly to FAS 692.

FAS 778 - Wimp Road Section, approximately 1 mile. This section extends from the existing oil mat wearing surface one mile north of the junction of FAS 778 with FAS 395 easterly to the old route of the The Dalles-California Highway.

FAS 780 - Lambart Road Section, approximately 2.6 miles. This section extends from FAS 779 easterly to the Crook County line.

FAS 784 - Bailey Road Section, approximately 1.1 miles. This section extends from FAS 319 near Tumalo southerly and westerly to the end of the existing oil mat wearing surface.

FAS 789 - Dodds Road Section, approximately 4.2 miles. This section extends from FAS 398 southerly and westerly to the existing oil mat wearing surface at the Central Oregon Canal.

FAS 792 - Tweed Road Section, approximately 2 miles. This section extends from FAS 319 (McKenzie-Bend State Highway) southerly to the existing oil mat wearing surface at the junction of FAS 792 with Couch Road.

FAS 853 - Three Creeks Road Section, approximately 4 miles. This section extends from the existing oil mat wearing surface at Sisters southerly to a county road junction at the south end of FAS 853.

The proposed projects are to construct a 20-foot wide type O-9 oil mat wearing surface on all sections except FAS 853. A 20-foot wide type O-11 oil

1958 Letter of Intent
Comm approved 3/27/57

mat wearing surface is proposed for FAS 853. The county will grade and base these sections prior to the FAS oiling project and place shoulder rock. The FAS projects will be oiling only with all sections being combined under one contract. This work will be of the same type and nature as that constructed in 1955, 1956, and 1957.

A total of $73,000 is programmed for the above projects, which sum represents the presently estimated balance of fiscal year 1959 FAS funds available to Deschutes County. This sum may be adjusted as final costs for previous projects become available.

S-22(4) North Powder-Davis Ranch Sec. 1958
of the North Powder River Rd.
5235

RECEIVED
MAY 25 1959

W. C. Williams

NOTED
W. C. WILLIAMS

May 11, 1959

FINAL COST ANALYSIS
Stone Base & Oiling
Contractor: C. E. Leseberg

North Powder-Davis Ranch Sec.
Contract No. 5235

North Powder River Road
Prefix No. 531-1041

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Selected Roadbed Topping	21,567.9	Cu. Yd.	0.40	0.19	4,033.93	8,627.16
2. Hauling Roadbed Topping	22,967	Yd. Mi.	0.22	0.18	4,235.61	5,052.74
3. Haul & Place 1-1/2"-0 Material in Base	18,570	Cu. Yd.	0.65	0.77	14,280.60	12,070.50
4. Haul & Place 3/4"-0 Material in Base	5,063.5	Cu. Yd.	0.65	0.77	3,893.93	3,291.27
5. Sprinkling	797	M-Gal.	1.50	2.72	2,170.09	1,195.50
6. Preparation of Base	4.23	Mile	150.00	22.26	94.15	634.50
7. Haul & Place 3/4"-0 Material in Binder	576	Cu. Yd.	1.40	1.51	869.19	806.40
8. Haul & Place Aggregates	2,790	Cu. Yd.	1.40	1.51	4,210.15	3,906.00
9. MC-2 Asphalt	74.08	Ton	50.00	43.60	3,230.45	3,704.00
10. 120-150 Asphalt	178.54	Ton	48.00	40.28	7,192.09	8,569.92
11. RS-1 Asphalt	55.05	Ton	48.00	41.58	2,289.46	2,642.40
Force Account (State participation in flagging)					214.47	214.47
					$ 46,714.42	$ 50,715.16

Gross Revenue	$ 50,715.16
Total Cost	46,714.42
Net Profit	$ 4,000.74

Net Profit equals 7.88% of Gross Revenue

RECEIVED
MAY 25 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5235

Labor:			
Labor and Supervision		$ 11,733.97	
Labor Insurance		794.98	$ 12,528.95
Equipment Rental & Miscellaneous Supplies:			
Equipment Rental, Owned		9,616.91	
Equipment Rental, Hired (w/o operator)		9,328.00	
Gas, Oil, and Grease		1,964.59	
Freight on 307.60 Tons Asphalt		3,869.97	
Bond		319.54	
P.L. & P.D. Insurance		166.44	
P.U.C.		413.34	
Home Office and General Overhead		620.30	26,299.09
Materials:			
MC-2 Asphalt	74.08 Ton @ $26.45	1,959.42	
120-150 Asphalt	178.54 Ton @ $23.70	4,231.42	
RS-1 Asphalt	55.04 Ton @ $30.80	1,695.54	7,886.38
	TOTAL		$ 46,714.42

Remarks - Contract No. 5235

This was a "Federal Aid Secondary Project" consisting of the construction of 4.23 miles of selected roadbed topping, involving 21,567.9 cubic yards of pit run materials; the construction of 4.23 miles of stone base and shoulders, involving 23,633.5 cubic yards of crushed materials; and the construction of 4.23 miles of Type 0-11 oil mat wearing surface with binder course on The North Powder-Davis Ranch Section of the North Powder River Road in Union County.

This project was bid June 17th, awarded June 25th, and completed August 19, 1958.

The contractor began work on this project Monday, June 30, 1958 , using a "Unit" 1/2-cubic yard shovel and a No. 6 caterpillar loader to load selected roadbed topping, 7 dump trucks for hauling. Roadbed topping was placed on the first 0.6 mile from the east end of the project to a full depth of 9-1/2 and to 4-3/4" lift for the next 0.8 mile.

The County did the grading on this project and hadn't finished the grade when Contract No. 5235 was started. The County managed to prepare the subgrade ahead of the base contractor. The grading was completed Tuesday, July 15th.

The contractor finished placing the select topping on Friday, July 18th, and began hauling and placing of 1-1/2"-0 base material on the following Monday. The contractor increased the hauling equipme nt to 12 units. Six inches of base material was placed by Friday, August 1st, over the entire length of the project. Two No. 12 graders and one 10-ton roller was used on blading and rolling.

The 3/4"-0 level course was hauled and placed in two days, The binder was shot on Thursday, August 7th.

The contractor began placing the 0-11 oil mat on Monday and completed the oiling on Saturday. The final clean up and completion of the project took placethe following week.

The contractor made a fair profit despite the losses on items 3, 4, 7, and 8, which were due to the rental of hired hauling units.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
OCT 29 1958

FOR FILING

J 22 (a)

(CONTRACT NO.) 5235

OREGON STATE HIGHWAY DEPARTMENT

(date) October 29, 1958

(VOUCHER NO.)	(EST. NO.)	(CONTRACTOR)	
		C. E. Lesseberg	
	(WARRANT NO.)	(AMOUNT)	(DATE)
5235	4 - f		
24734	H 226669	$ 1,487.87	Oct. 29,1958

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion date: 60 workdays from July 5, 1958

Time Extensions: None

Completion Date: Aug. 19, 1958

Date Accepted: Sept. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 29, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 29 1958

NOTED ON CARD

RECEIVED
OCT 17 1958
FOR FILING

Oct. 16, 1958

CERTIFIED MAIL

General Insurance Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5235 for stone base and oiling on the North Powder-Davis Ranch Section of the North Powder River Road in Union County was completed by the contractor, C. E. Loseberg, on Aug. 19, 1958, and was formally accepted by the Highway Commission on Sept. 11, 1958.

Final payment in the amount of $1,487.87 will be released to the contractor on or after October 27, 1958. The total contract amount is $50,715.16, of which amount $214.77 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

NOTED ON CARD

RECEIVED
SEP 30 1958
FOR FILING

Sept. 30, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. E. Lesseberg in connection with Contract No. 5235, for stone base and oiling on the North Powder-Davis Ranch Section of the North Powder River Road in Union County.

This payment, in the amount of $23,338.79, will be released to the contractor on or after October 10, 1958. The retained percentage is $1,522.49.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
AUG 28 1958
FOR FILING

3235

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 19, 1958, on Contract No. 5235, North Powder-Davis Ranch Section, in Union County, in connection with Federal Aid Project No. S-22(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence C. Swanson

Monthly Transaction No. 7-14	Form 2 (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 3 FOR FILING	FEDERAL-AID PROJECT AGREEMENT	County Union
		Project No. S-22(4)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **North Powder-Davis Ranch Section - Approx. 0.3 mile west Junction FAI-2 to Baker Co. line on a county road.**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-11-58	4.227
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 58,693.00	$ 36,300.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
C. G. POLK
Division Engineer

Date executed by Division Engineer **August 26, 1958**

USComm-DC 40257

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the North Powder-Davis Ranch Section, Project No. S-22(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EHC:mas

August 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Powder-Davis Ranch Section, Project No. S-22(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:mas

Oregon State Highway Department

Federal Aid Secondary
Project No. S-22(4)

NORTH POWDER-DAVIS RANCH SECTION OF THE

NORTH POWDER RIVER ROAD IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 6, 1950

Type Code 5231

Roadway (Sta. 28+00 to Sta. 251+18.74)(Contract No. 5235)

Selected Roadbed Topping	25,600 cu. yds.	$ .40	$10,240.00
Hauling Roadbed Topping	24,000 yd. mile	.22	5,280.00
Hauling and Placing 1½" - 0 Material in Base	18,400 cu.yds.	.65	11,960.00
Hauling and Placing 3/4" - 0 Material in Base	5,740 cu.yds.	.65	3,731.00
Sprinkling	1,100 M-Gals.	1.50	1,650.00
Preparation of Base	4.23 miles	150.00	634.50
Hauling and Placing 3/4" - 0 Material in Binder Course	480 cu.yds.	1.40	672.00
Hauling and Placing Aggregates	2,550 cu.yds.	1.40	3,570.00
MC-2 Asphalt	80 tons	50.00	4,000.00
120-150 Asphalt	184 tons	48.00	8,832.00
RS-1 Asphalt	56 tons	48.00	2,688.00
			$53,257.50
Flagging (57½ of Contractors Cost)	All Required		100.00
	Subtotal		$53,357.50
	10% Engr. & Cont.		5,335.75
	Total		$58,693.25

Length of Roadway . . . . . 4.227 miles
Cost of Roadway Per Mile $13,885.32

Federal Funds	$36,300.00
State Funds	11,196.60
County Funds	11,196.65
	$58,693.25

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939

Note: Necessary funds have been deposited by Union County with the Highway Department.

Form E-1—10M—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 22, 1958

Section North Powder-Davis Ranch

Highway North Powder River Rd. County Union

Contractor C. E. Loseberg

Date of contract 6-25, 19 58

Date work started 6-30, 19 58

Project authorization . . . . . $ 60,027.19
Exclusive of engineering . . . . $ 55,758.59

Kind of work Stone Base & Oiling

Section prefix 531-1041

Contract number 5235

Specified work days 60

Work days used 31

Per cent of time elapsed 52 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 55,758.59

Estimated per cent overrun or underrun . . . . . under . . 9.3 %

Per cent of contract completed, based on total contract price . . . . . 95 %

Engineering authorization . . . . $ 4268.60

Engineering cost to date $ 2700, 65 %

Date project was completed August 19, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor kept blade on brooming of completed oil mat Monday and Tuesday. Final cleanup work was also performed during this time bringing project to completion on Tuesday.

This will be last weekly report on this project.

CONSTRUCTION DIVISION
RECEIVED
AUG 26 1958
NOTED-- CE 4 ACE 3 ACE 8 COE

Noted
M. N. Juve

Signed Kenneth Berg

Address La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.23		4.23	
Miles partially completed					
Miles completed		4.23		4.23	
Total estimated quantities (contract)		49,740		320 tons oil 3030 cy	
Total quantities corrected to date		45,100		307 tons oil 3366 cy	
Estimated quantities moved or placed to date		45,100			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors	1				

Equipment used during week: Shovels ....., Power graders .....1..., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM E-123 RM 4-58

RECEIVED
JUL 24 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 24, 1958

C. E. Lansberg
201 Reece Ave.
Nyssa, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5235, awarded June 25, 1958, for stone base and oiling on the North Powder-Devis Ranch Section of the North Powder River Road in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 10 1958
FOR FILING

F-22(4)
5235

July 9, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 30, 1958, on Contract No. 5235, North Powder-Davis Ranch Section, in Union County, in connection with Federal Aid Project No. S-22(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmr

RECEIVED
JUL 8 - 1958
FOR FILING
S-22 (4)
5235

Salem, Oregon
June 27, 1958

Finance # 204
Maint. # 352

Mr. C. G. Swenson
City & County Relations Dept.,Engr.
O f f i c e

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Union County covering the North Powder-Davis Ranch Section, S-22(4), FAS 488.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Union County.

Secretary

rn
Attach: 5

RECEIVED
JUN 27 1958
FOR FILING
S-22(4)
5225

June 27, 1958

County Court of Union County
Court House
La Grande, Oregon

Gentlemen:

We are enclosing for the records and files of Union County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Union County covering the North Powder-Davis Ranch Section, S-22(4), FAS 488.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Attach: 2

RECEIVED
JUL 17 1958
FOR FILING

June 25, 1958

C. E. Lesseberg
201 Reece Avenue
Nyssa, Oregon

Dear Mr. Lesseberg:

The State Highway Commission on June 19, 1958 accepted your proposal for stone base and oiling on the North Powder-Davis Ranch Section of the North Powder River Road in Union County, for the sum of $53,257.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5235.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SHAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (1-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 25, 1958

C. E. Leseberg
201 Reece Ave.
Nyssa, Oregon

Dear Mr. Leseberg:

Contract for North Powder-Davis Ranch Section of North Powder River Road, Union County for which you submitted low bid on June 17, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

llc
cc: Accounting (5003-900)
C. W. Head
Files

S-DS-374(1) Cooper Bridge over N. Fork 1958
Coquille River near Myrtle
5236 Point.

OREGON STATE HIGHWAY DEPARTMENT

C 1-314(1)

INVOICE

NOTED
C. G. SWENSON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/21/60	co-620		306-1073-297

INVOICE NUMBER

65418

Coos County
Coquille, Oregon

Attn: County Court

NOTED
Harold C. Ayers

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Cooper Bridge Section, FAS 252, covered by agreement dated June 20, 1958			
Original advance deposit		$38,000.00	
Less amount previously transferred		33,000.00	$5,000.00
County share costs as per attached statement		$25,912.09	
Less amount previously transferred		23,800.02	2,112.07
To be refunded			$2,887.91

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

A 150X (REVISED 5-60)

NOTED
H. S. COX

1.374(1)

NOTED

June 24, 1960

NOTED
C. G. SWENSON

Coos County Court
Courthouse
Coquille, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Final costs are now available for the Cooper Bridge Section, Contract #5236, on FAS 252, as shown in the attached cost statement. In accordance with an agreement dated June 20, 1958, a refund of $2,887.91 is due the county in connection with this project. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

Cooper Bridge
Proj. S-374(1)

From South

3/18/59 (59-C-37)

1/5/60 (60C-4)

From Southeast

3/18/59 (59-C-38)

1/5/60 (60C-5)

FHS 252

From South

3/18/59 (59-C-37)

1/5/60 (60C-4)

From Southeast

3/18/59 (59-C-38)

1/5/60 (60C-5)

FAS 252

RECEIVED
NOV 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) November 18, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
144-2340		
5236 (VOUCHER NO.)	11 F (WARRANT NO.)	Sig Andersson (AMOUNT) (DATE)
27993	97954	$9,817.56 11-17-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapmeske
ACCOUNTING DIVISION

Specified completion date: **100 workdays from July 6, 1958**

Time Extensions: **None of record**

Completion Date: **October 9, 1959**

Date Accepted: **November 5, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **November 18, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV 19 1959

NOTED ON CARD
dc

RECEIVED
NOV - 2 1959
FOR FILING

November 2, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5236 for construction of Cooper Bridge on the North Fork Coquille River Section of the Myrtle Point-Fairview County Road in Coos County was completed by the contractor, Sig Andersson, on October 9, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $9,817.56 will be released to the contractor after acceptance by the Commission. The total contract amount is $127,166.86, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

NOTED
V. R. JONES

RECEIVED
NOV 2 1959
ENGINEER
COUNTY & CITY RELATIONS

County of Coos

October 30, 1959

NOTED
Harold C. Ayers

FPS 252

NOTED
John F. Eddelman

Mr. Sig Andersson
General Contractor
8th and Teakwood
Coos Bay, Oregon

Dear Mr. Andersson:

We have received a check for $2,000.00 which is in full payment for purchase of the old Cooper Bridge structure.

The area around said bridge has been properly cleared of all debris, and you are hereby released from further obligation.

We sincerely appreciate your cooperation in this matter.

Very truly yours,

COOS COUNTY COURT

James W. Harrison
James W. Harrison
County Judge

Fred A. Kruse
Fred A. Kruse
Commissioner

Walter Barklow
Commissioner

JWHsvh

cc. State Highway Department -City & County Relations Dept.

Mr. Floyd Kobb
County Roadmaster

Contract No 5236

RECEIVED
SEP 24 1958
FOR FILING

Monthly Transaction No. 9-149	Form 2 (9-1[illegible]) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 374(1) 3	FEDERAL-AID PROJECT AGREEMENT 7-23-58	County Coos
		Project No. S-374(1)

523F

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini: North Fork Coquille River (Cooper) Bridge, approximately 4 miles N. E. Jct. F.A. 14, on a county road.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-29-58	0.084
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 140,972.00	$ 87,200.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

Date executed by Division Engineer September 23, 1958

USComm-DC 40257

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.5

September 19, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of proposed project agreement for the following project:

S-374(1) North Fork Coquille River (Cooper) Bridge

This is a corrected copy due to an error in the termini description on the previously submitted agreement, which has been destroyed.

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
Acting Division Engineer

Enclosure

RECEIVED
SEP 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

September 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Cooper Bridge (E. Fork Coquille River), Project No. S-374(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMC:lmw

September 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Cooper Bridge (N. Fork Coquille River), Project No. S-374(1).

Very truly yours,

R. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:maj

Oregon State Highway Department

Federal Aid Secondary
Project No. S-374(1)

COOPER BRIDGE (N. FORK COQUILLE RIVER) ON THE MYRTLE POINT-FAIRVIEW ROAD IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 20, 1958

Type Code X021
Structure (Sta. 13+65 to Sta. 18+08.84) (Contract No. 5236)

Remove Old Bridge	All Required		$ 5,000.00
Shoring, Cribbing, etc.	All Required		12,500.00
Structural Excavation	450 cu.yds.	$ 8.00	3,600.00
Furnish Treated Timber Piling	6,260 lin.ft.	1.40	8,764.00
Furnish Timber Piling	3,150 lin.ft.	0.60	1,890.00
Drive Piles	154 only	48.00	7,392.00
Class "A" Concrete	860 cu.yds.	64.00	55,040.00
Seal Concrete	75 cu.yds.	50.00	3,750.00
Metal Reinforcement	207,000 lbs.	0.135	27,945.00
Treated Timber in Place	5.0 M-FBM	350.00	1,750.00
8-inch Metal Drain Pipe	175 lin.ft.	3.00	525.00
	Subtotal		$ 128,156.00
	10% Engr. & Cont.		12,815.60
	Total		$ 140,971.60

Length of Structure. . . . . 0.084 Miles

Federal Funds	$ 87,200.00
State Funds	26,885.80
County Funds	26,885.80
	$ 140,971.60

State Funds For Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Coos County with the Highway Department.

FORM E-123 5M 7-58

RECEIVED
JUL 15 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. ERIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 14, 1958

Mr. Sig Andersson
8th and Teakwood Streets
Coos Bay, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5236, awarded June 26, 1958, for bridge construction (Cooper Bridge) on the North Fork Coquille River, on Myrtle Point-Fairview County Road in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 3 - 1958
FOR FILING

Salem, Oregon
June 27, 1958

Mr. C. G. Swenson
City & County Relations Dept.,Engr.
O f f i c e

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Coos County covering the Cooper Bridge, North Fork Coquille River Section, S-374(1), FAS 252.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Coos County.

Secretary

rn
Attach: 5

RECEIVED
JUN 30 1958
FOR FILING

June 27, 1958

County Court of Coos County
Court House
Coquille, Oregon

Gentlemen:

We are enclosing for the records and files of Coos County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Coos County covering the Cooper Bridge, North Fork Coquille River Section, S-374(1), FAS 252.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

NOTED

June 27, 1958

Coos County Court
Courthouse
Coquille, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of an advance deposit of $28,800 in connection with the Cooper (North Fork Coquille River) Bridge on FAS 257.

Contract No. 5236 has been awarded to Sig Andersen and a copy of the contract will be forwarded as soon as available.

Very truly yours,

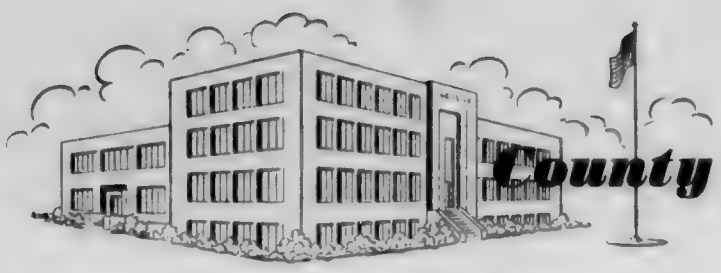
W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm

NOTED
C. G. SWENSON



County of Coos

COQUILLE, OREGON

June 25, 1958

Re: FAS 252
CooperBridge
North Fork Coquille River

Mr. John F. Hagemann
Asst. County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Enclosed herewith is our check in the amount of $28,800.00 for the advance deposit of Coos County's share of the cost on the Cooper Bridge project.

Very truly yours,

James W. Harrison
County Judge

JWH:js
Enclosure

RECEIVED
JUN 25 1958
ENGINEER
COUNTY RELATIONS

Form A-150—10M—6-57

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED

Coos County
Coquille, Oregon

NOTED
John F. Hagemann

Attn: County Court

Invoice No. 56154

Date June 26, 1958

Your Req. No.

Billing Request No. co 116

Credit Distribution: 506-1073-297

Advance Deposit	28,800.00
Partial transfer of county's share of total cost of North Fork Coquille River (Cooper) Bridge, FAS 252, covered by agreement dated June 1958.	23,800.00
To be retained	**$5,000.00**

ACKNOWLEDGMENT OF BILLING

Cash Received with Request: $_____

By _____

RECEIVED
JUN 27 1958
COUNTY CLERK

State Printing 4396

RECEIVED
JUL
FOR

June 26, 1958

Aig Andersson
1371 Bayview Avenue
North Bend, Oregon

Dear Mr. Andersson:

The State Highway Commission on June 19, 1958 accepted your proposal for the Cooper Bridge over the North Fork of the Coquille River near Myrtle Point in Coos County, for the sum of $128,156 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5236.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Prebert
R. G. Savage (DIAC)
L. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (1-58)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 26, 1958

Sig Andersson
1371 Bayview Avenue
North Bend, Oregon

Dear Mr. Andersson:

Contract for Cooper Bridge over N. Fork, Coquille River in Coos County for which you submitted low bid on June 17, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

llc
cc: Accounting (5003-900)
C. W. Head
Files

NOTED
Harold C. Ayers

June 19, 1958

Coos County Court
Courthouse
Coquille, Oregon

Gentlemen:

A satisfactory bid was received on June 17 from Sig Anderson of North Bend for constructing the Cooper (North Fork Coquille River) Bridge on FAS 252. As per the agreement between county and state, the following advance deposit is required prior to award of a contract:

Bid items	$128,156.00
12-1/2% Engr'ing & contingencies	16,019.50
Estimated Total Cost	$144,175.50
Advance Deposit of 20% =	$ 28,800.00

Please make this deposit by means of a check or warrant in the amount of $28,800 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

Vend 6/26/58
506-1073
JFH:mm
Cont. # 5236

NOTED
C. G. SWENSON

County of Coos

COQUILLE, OREGON

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

June 10, 1958

Mr. John F. Hagemann
Asst. County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

We are enclosing herewith the agreements and resolutions in regard to the Cooper (North Fork Coquille River) Bridge on FAS 252.

We hope satisfactory bids will be received on June 17th.

Very truly yours,

COOS COUNTY COURT

James W. Harrison
County Judge

JWH:js
Enclosures

NOTED
JOHN D. GRAHAM

NOTED
JOHN D. GRAHAM

RECEIVED
JUN 11 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. G. SWANSON

4-9-58

Oregon Project S-374(1)
FAS 252

RESOLUTION

WHEREAS, a county road in Coos County, State of Oregon, known as the Myrtle Point-Fairview County Road, is routed through the County of Coos, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Coos County, the section adopted for improvement being more particularly described as follows; to wit:

A bridge over the North Fork Coquille River located approximately two miles east of the City of Myrtle Point

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Coos will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Coos County, Oregon, that no encroachments will be permitted on the county road known as the Myrtle Point-Coquille ~~Fairview~~ County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Coos County, Oregon, this 9 day of April, 1958.

By:

ATTEST:

County Clerk

County Judge James A. Harrison

County Commissioner Fred A. Bruce

County Commissioner A. E. Rice

cc-12(1956)

NOTED
Harold C. Ayers

NOTED
V R JONES

June 5, 1958

Coos County Court
Courthouse
Coquille, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Cooper (North Fork Coquille River) Bridge on FAS 252 upon which bids will be received June 17.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $152,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than June 13.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

NOTED
C. G. SWENSON

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm
Encl.

MEMO TO J. W. NASH
5/5/58

NOTED
K. A.

NOTED
Harold C. Ayers

FAS 252, Coos County (Combination S & DS Funds)

TERMINI: Bridge over the N rth Fork Coquille River located approximately 4 miles northeast of the junction in Myrtle Point of FAS 252 with FAP Route 14 (N. Fork Coquille River (Cooper) Bridge).

PROPOSED WORK: One concrete bridge 444' long.

PROJECT LENGTH: 0.084 miles.

NOTED
John F. Hagemann

COSTS - CONSTRUCTION:	S-FUNDS	DS-FUNDS	TOTAL
Federal	$40,200	$32,000	$ 72,200
State	13,400	5,500	18,900
County	13,400	5,500	18,900
TOTAL	$67,000	$43,000	$110,000

EXISTING FACILITY

STRUCTURE: Nine 21' P.T. spans, one 150' timber through truss, six 21' P.T. spans, H.C. 17', V.C. 16'. This span has deteriorated to the point it is no longer adequate for present traffic. The bridge is located on standard alignment.

ADJACENT SECTIONS:

NORTH END: Bituminous wearing surface 19' wide with 2-1/2' shoulders in good condition.

SOUTH END: Bituminous wearing surface 18' wide with 3' shoulders in good condition.

PROJECT DATA: Construct 226' of reinforced concrete deck girder approach spans on treated piling and 218' of reinforced concrete deck girder center spans. Total length 444' wid with H.C. of 26'. New structure to be on same location as existing bridge. Road approaches as required will be constructed by Coos County to State standards without federal participation.

ROW WIDTH: 60'

MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required.

FAS 252 serves a highly productive dairy farm area north of Myrtle Point and also is a heavy log haul route from the timbered area north and east of Gravelford. It is a mail and school bus route.

NOTED
C. C. [illegible]

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
March 26, 1958

Cooper & Gravelford Bridges
FAS 252, Coos County

Mr. Ivan Merchant
O F F I C E

NOTED
John F. Hagemann

Mr. Robb, Coos County Engineer, and Mr. Kruse, Coos County Commissioner, were in Salem this date and reviewed the preliminary design for the subject named county FAS bridge projects.

Our preliminary design for the Cooper Bridge is very satisfactory to both gentlemen and they asked that we proceed with contracting of this bridge as soon as possible and that bids be accepted not later than May 29 if at all possible as water conditions for construction of this bridge are satisfactory during a limited period. Removal of the existing bridge and stockpiling the timber truss members on the county quarry site adjacent to the bridge end should be included in the FAS project.

The County requested that we redesign the north, or Gravelford, end of the Gravelford bridge so as to permit a turning radius sufficient to accommodate log trucks turning on to the FAS route from the road making a junction immediately north of the bridge. The FAS project would be for the structure only. Coos County will remove the existing bridge and construct road approaches as required. The County requested that this structure be scheduled for contracting during July of this year.

Mr. Ricketts and Mr. Hart are both familiar with the points discussed during the review of these two bridges.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
C. G. SWENSON

RECEIVED
MAR 17 1958
FOR FILING

5 OS-374(1)
Bridges
5-36

Salem, Oregon
March 14, 1958

original 374(1)

Report on Cooper and Gravelford Bridges

Mr. Ivan D. Marchant

Herewith is a report on the Cooper and Gravelford Bridges over the North Fork, Coquille River in Coos County.

In the case of Cooper Bridge, I recommend a bridge about the same length as the present bridge. In the case of Gravelford, I recommend a bridge between Plans 2 and 3 - say from Sta. 30+50 to Sta. 35+20.

Roy C. Edgerton

cc Mr. G. S. Paxson

Attachment

Waterway Study

COOPER AND GRAVELFORD BRIDGES

NORTH FORK - COQUILLE RIVER

COOS COUNTY

Cooper Bridge is located about 4.0 miles upstream from the junction of the North and South Forks of the Coquille River. Gravelford is located about 8.7 miles from the junction of the North and South Forks and about 0.1 mile upstream from the junction of the North and East Forks. Both are County bridges and both are scheduled for replacement.

The U. S. Geological Survey maintained a gaging station on the North Fork of the Coquille River about 0.25 mile downstream from the mouth of the East Fork from 1929 to 1946. Outside the period of record, the stage of the major flood in the winter 1909-1910 was determined at the time the station was established and the stages of flood since the station was discontinued have been determined from high water marks. A complete station record is attached as Appendix A.

The 1909-1910 flood of 32,600 c.f.s. plots at a frequency of 40 years. This has been selected as the design flood. As compared with the 276 square miles at the gaging station, the drainage areas are about 290 square miles at Cooper Bridge and 149 square miles at Gravelford Bridge. The corresponding floods are 35,000 c.f.s. at Cooper and 20,000 c.f.s. at Gravelford. The 1909-1910 stage was 4.2 feet higher than the 1955 stage at the gaging station. This same difference was applied without any particular logic to the 1955 elevation of 42.8 feet (MSL) elevation at Cooper to give a design elevation of 47.0 feet. Again, without any logic, the 1955 elevation at Gravelford of 52.45 was increased to 55.0 feet for a design stage for backwater and velocity computation. A stage of 56 or 57 feet might well be considered for clearance.

Calculations pertaining to Cooper Bridge are summarized in the following table:

COOPER BRIDGE

Effects of 35,000 c.f.s. Design Flood at 47-foot Stage.

	Length Ft.	Area Sq. Ft.	Average Channel Velocity f.p.s.	Average Flood Plane Velocity f.p.s.	Backwater Head' Ft.
No Bridge		15,245	3.35	1.38	0
Present Bridge	465	10,800	3.92	1.70	0.10
Bridge 100' Shorter (1)	365	9,045	4.29	1.83	0.13

(1) Approach fill extended 40 feet on right bank and 60 feet on left bank.

Erosion on the left bank below the bridge has been active during a recent rather minor flood. Anything that increases the velocities may be expected to increase the degree and extent of erosion.

In the case of the Gravelford Bridge, five plans were considered. These were:

Plan 1 - Structure from Sta. 27+75 to Sta. 35+20. As it affects the stream flow, this would be the same as the present bridge and essentially the same as no bridge.

Plan 2 - Structure from Sta. 29+50 to Sta. 35+20.

Plan 3 - Structure from Sta. 30+90 to Sta. 35+20.

Plan 4 - Structure from Sta. 27+75 to Sta. 30+00 and Sta. 32+70 to Sta. 35+20.

Plan 5 - Structure from Sta. 32+70 to Sta. 35+20 with the channel widened to 90 feet at elevation 20 feet under the bridge.

Note that Plans 2, 3, and 5 would require a 36-inch culvert at Sta. 28+50.

Calculations pertaining to the Gravelford Bridge are summarized in the following table:

GRAVELFORD BRIDGE

Effects of 20,000 c.f.s. design flood at 55-foot stage.

	Length Ft.	Area Sq.Ft.	Average Channel Velocity f.p.s.	Average Flood Plane Velocity f.p.s.	Backwater Head Ft.
Plan 1	745	13,200	2.11	1.19	0
Plan 2	570	10,400	2.48	1.53	0.04
Plan 3	430	8,310	2.95	1.83	0.05
Plan 4	475	8,380	2.85	1.52	0.04
Plan 5	250	6,510	3.07	none	0.15

Roy C. Edgerton
March 13, 1958

APPENDIX A

Record - USGS Gaging Station, North Fork Coquille River near Myrtle Point, Oregon. Location - 0.25 mile downstream from junction with East Fork. Drainage area - 276 square miles. Gage zero - 10.94 feet MSL, 1929 adj (approximately 11.5 feet, 1947)

Water Year	Date	Stage Feet	Discharge cfs (1)
1929	1-3-29	(2)	6,560
1930	12-19-29	(2)	8,390
1931	4-1-31	26.55	6,630
1932	3-19-32	33.00	11,700
1933	1-3-33	35.70	16,900
1934	1-23-34	29.00	7,600
1935	12-20-34	31.74	10,100
1936	1-11-36	34.2	13,900
1937	2-4-37	31.90	9,900
1938	3-19-38	35.27	16,100
1939	2-6-39	30.72	8,730
1940	2-17-40	29.74	7,530
1941	12-21 & 27-40	32.31	10,400
1942	11-15-41	35.31	16,100
1943	12-31-42	38.30	23,900
1944	11-5-43	31.33	9,070
1945	2-14-45	32.35	10,500
1946	12-28-45	39.30	25,900
	Information from outside period of record		
1909-10	Winter	41.2	32,600 (3)
1951	10-28-50	35.8	17,100 (4)
1953	1-18-53	32.5	10,800 (4)
1956	12-22-55	37.0	20,000 (4)

(1) Most of the discharges have been revised since the flood of December 1955 and do not agree with previously published values.

(2) Different gage zero at that time.

(3) Gage height from published USGS records. Discharge from rating curve extension.

(4) Gage heights from unpublished USGS records. Discharges from rating table.

NOTED
V. R. JONES

September 19, 1957

Coos County Court
Courthouse
Coquille, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

On September 12th the Highway Commission approved the county FAS project on FAS 252 in Coos County as described in the attached tabulation which is believed to conform with the County's request.

The survey for these bridges will be performed under the supervision of our division office with headquarters in Roseburg.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att. - (57-g)

cc: Mr. Floyd Robb, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

COOS COUNTY
PROPOSED PROJECT

FAS 252 - Cooper and Gravelford Bridges (2), $208,000. The Cooper Bridge is over the North Fork Coquille River and is located approximately 4 miles northeasterly of the junction in Myrtle Point of FAS 252 with FAP Route 14 (Coos Bay-Roseburg Highway). The Gravelford Bridge is over the North Fork Coquille River and is located approximately 8 miles northeasterly of the same junction.

The proposed project is to replace both existing structures with new bridges each having a roadway width of 26'. The FAS project will be for the structures only (including removal of existing bridges). Coos County will construct road approaches as required.

The Cooper Bridge will be on the same site as the existing structure; however, the county would prefer that it be located immediately north of and parallel to the existing bridge if economically feasible. This will permit use of the existing bridge during construction. If such a parallel location would entail too much additional cost, the road can be closed during construction and the new bridge constructed on the same location as the existing bridge. The existing treated timber truss should be dismantled and stockpiled for county use near the quarry site at the west end of the bridge.

The Gravelford Bridge will be on approximately the same location as the existing bridge with a slight line change on the southerly end of the bridge. The road will be closed during construction; however, construction should be carried on and completed between May 1 and September 30.

Mr. Floyd Robb, County Engineer, should be consulted prior to and during the location survey. Mr. Ricketts, Assistant Bridge Engineer, is familiar with both bridges.

Job 58-E-add funds (Sept 1958) for Gravelford Br

(57-g)
8/14/57

COOS COUNTY
PROPOSED PROJECT

FAS 252 - Cooper and Gravelford Bridges (2), $208,000. The Cooper Bridge is over the North Fork Coquille River and is located approximately 4 miles northeasterly of the junction in Myrtle Point of FAS 252 with FAP Route 14 (Coos Bay-Roseburg Highway). The Gravelford Bridge is over the North Fork Coquille River and is located approximately 8 miles northeasterly of the same junction.

The proposed project is to replace both existing structures with new bridges each having a roadway width of 26'. The FAS project will be for the structures only (including removal of existing bridges). Coos County will construct road approaches as required.

The Cooper Bridge will be on the same site as the existing structure; however, the county would prefer that it be located immediately north of and parallel to the existing bridge if economically feasible. This will permit use of the existing bridge during construction. If such a parallel location would entail too much additional cost, the road can be closed during construction and the new bridge constructed on the same location as the existing bridge. The existing treated timber truss should be dismantled and stockpiled for county use near the quarry site at the west end of the bridge.

The Gravelford Bridge will be on approximately the same location as the existing bridge with a slight line change on the southerly end of the bridge. The road will be closed during construction; however, construction should be carried on and completed between May 1 and September 30.

Mr. Floyd Robb, County Engineer, should be consulted prior to and during the location survey. Mr. Ricketts, Assistant Bridge Engineer, is familiar with both bridges.

Lot 58-F-add funds (Sept 1958) for Gravelford Br

(57-g)
8/14/57

DS-102(4)	Bybee Bridge-Gregory Road Section of the Table Rock County Road.	1958
5237		

OFFICE OF THE
ENGINEER AND SURVEYOR

PAUL B. RYNNING
REGISTERED ENGINEER 706

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

July 20, 1959

Continued (-2?)
DS - 10/11
FAS 273

NOTED
V. R. JONES

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: John F. Hagemann
Ass't. County & City Relations Engr.

Gentlemen:

In answer to your letter of July 16th informing us that Jackson County has a refund due of $2,654.05 as a balance on FAS 273, wish to confirm my telephone conversation that the County would like to have this amount retained by you, and applied towards the advance deposit for the construction of the Emigrant Creek bridge. (FAS 273)

X-ferred to FAS 273

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:ib

RECEIVED
JUL 21 1959
ENGINEER
COUNTY COMMISSIONERS

NOTED
C. G. SWENSON

July 16, 1959

NOTED
Harold C. Ayers

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
V. R. JONES

Dear Mr. Rynning:

Final costs are now available for the Bybee Bridge-Gregory Road Section of FAS 273 and, as shown in the attached cost statement, a refund of $2,654.05 is due the county.

If satisfactory, this refund will be retained and applied towards the advance deposit which will be required for the Emigrant Creek Bridge project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

5237

OREGON STATE HIGHWAY DEPARTMENT

COMPLETED 9/11/58

ITEMIZED STATEMENT OF FINAL COSTS

County Jackson Contract No. 5268 Date July 15, 1959

FAS 273 Section Rybee Bridge-Gregory Road

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to Contractor as per Attached Tabulation				$45,121.23
Construction Engineering				1,729.30
TOTAL CONSTRUCTION COSTS				$46,850.53

FEDERAL FUNDS COLLECTED FOR PROJECT

"D" Funds	$36,386.00
"L" Funds	8,200.00
	$44,586.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total cost and federal funds)

($46,850.53 - $44,586.00) X ½ = $2,132.27

County Advance Deposit	$4,786.32
Less County Share Costs	2,132.27
REFUND DUE COUNTY	$2,654.05

JVH:eg

Oct. 23, 1958, 1958

STATE OF OREGON,

To ROGUE RIVER PAVING CO., Dr.

County Jackson — Postoffice address Medford, Oregon

Highway Table Rock Road — Work done to Sept. 11, 1958 — Contract No. 5237

Section Bybee Bridge - Gregory Road — Prefix No. S15-106h-801(h1) — Estimate No. 3-Final

Item	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. 3/4"-0 mat. in shoulders	c.y.	3.50	2,228	7,798.00	7,798.00	-
2. Sprinkling	M/gal.	5.00	106	530.00	530.00	-
3. Class "F" asph. conc.	ton	8.[illegible]	4,866.85	36,476.44	36,476.44	-
4. RS-1 asphalt	ton	75.00	2.43	182.25	182.25	-
Force Account				134.53	134.53	-

Highway Table Rock Road — Work done to ____ — Contract ____

Section Bytee Bridge - Gregory Road — Prefix No. S15-1061-801(h1) — Estimate No. 3-Final

Item	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. 3/4"-0 mat. in shoulders	c.y.	3.50	2,228	7,798.00	7,798.00	-
2. Sprinkling	M/gal.	5.00	106	530.00	530.00	-
3. Class "B" asph. conc.	ton	8.45	4,266.25	36,176.44	36,176.44	-
4. MS-1 asphalt	ton	75.00	2.43	182.25	182.25	-
Force Account				134.54	134.54	-

NOTED
Harold C. Ayers

November 21, 1958

NOTED
V. R. JONES

Jackson County Court
Courthouse
Medford, Oregon

Gentlemen:

This is to advise you that work on Contract No. 5237, Bybee Bridge-Gregory Road Section of FAS 273 was completed on September 11, 1958.

Under the terms of the maintenance agreement signed by the Court on June 10 and by the Highway Commission on June 20, 1958, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

NOTED
JOHN D. GRAHAM

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

cc: Mr. Paul Rynning, Co. Engr.

NOTED
C. G. SWENSON

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Nov. 13, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5237	3 Final	Rogue River Paving Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
28349	M228318	$ 1,353.64	11/13/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. P. Winchcomb
ACCOUNTING DIVISION

Specified completion date: 55 workdays from July 7, 1958

Time Extensions: None

Completion Date: Sept. 11, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 13, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

~~H. B. Glaisyer~~
Secretary
Floyd Dewey

Warrant Mailed: NOV 13 1958

NOTED ON CARD

RECEIVED
NOV 5 - 1958
FOR FILING

Nov. 3, 1958

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway Contract No. 5237 for paving on the Rybee Bridge-Gregory Road Section of the Table Rock Road in Jackson County was completed by the contractor, Rogue River Paving Company, on Sept. 11, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $1,353.64 will be released to the contractor on or after Nov. 13, 1958. The total contract amount is $45,121.23, of which amount $134.54 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Robert C. McCracken
69 W. Broadway
Eugene, Oregon

NOTED ON CARD
cm

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT
Construction Division
Paving Section

(1-1064)
527

Section Bybee Bridge-Gregory Rd. Highway Table Rock Road-Prefix 515-1064

County Jackson MP _____ to MP _____ Contractor Rogue River Paving

Resident Engineer McCormick Inspector _____

Date Completed September, 1958 Date Reported October 29, 1958

Type and Thickness of Wearing Surface _____ A. C. _____ Oil Mat _____ Seal.

N,(S) E, W from MP or Sta. 183+00							(N) S, E, W from MP or Sta. 80+18						
Mile	Wheel Count	Roughness		Test Run On			Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal			Total	Per Mile	Top	Base	Seal
1	750	98	98				1	750	91	91			
2	1500	186	88				2	1500	177	86			
3	2250						3	2250					
4	3000						4	3000					
5	3750						5	3750					
6	4500						6	4500					
7	5250						7	5250					
8	6000						8	6000					
9	6750						9	6750					
10	7500						10	7500					
11	8250						11	8250					
12	9000						12	9000					
Average Roughness Per Mile 93"							Average Roughness Per Mile 85.5"						

Remarks: To 75 - Good

75-100 - Fair

Over 100 - Poor

NOTED
ROBERT COOPER

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

RECEIVED
OCT 7 1958
FOR FILING

64 12 02
037

Oct. 6, 1958

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogue River Paving Company in connection with Contract No. 5237, for paving on the Rybee-Bridge-Gregory Road Section of Table Rock Road in Jackson County.

This payment, in the amount of $3,049.72, will be released to the contractor on or after October 17, 1958. The retained percentage is $1,353.64.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Robert C. McCracken Insurance Agency
69 W. Broadway
Eugene, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

5237

September 19, 1950

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 11, 1950, on Contract No. 5237, Rybee Bridge-Gregory Road Section, in Jackson County, in connection with Federal Aid Project No. RS-202(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Clarence C. Swanson

DEP:lmw

Form E-1-

5237

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 12 Sept 58, 19

Section Bybee Bridge - Gregory Rd

Highway Table Rock Rd County Jackson

Contractor Rogue River Paving Co

Date of contract 26 June 58, 19

Date work started 21 Aug 58, 19

Project authorization . . . . . $ 51,337.13

Exclusive of engineering . . . . $

Kind of work paving

Section prefix 515-106L

Contract number 5237

Specified work days 55

Work days used 22

Per cent of time elapsed 40 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 45,121.23

Estimated per cent overrun or underrun . . . . . underrun 5.4 %

Per cent of contract completed, based on total contract price . . . . . 94.6 %

Engineering authorization . . . . $ 3650.64

Engineering cost to date $ 2500, 68 %

Date project was completed 11 Sept 58, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contracotr hauling and placing 3/4-0 material on shoulders Monday through Thursday.

Project completed on Thursday.

L R Chandler, Asst Div Engr, over project on Tuesday and Wednesday.

THIS IS A FINAL REPORT

NOTED

Noted
M. N. Juve

NOTED
C. E. PAULSEN

CONSTRUCTION DIVISION
RECEIVED
SEP 15 1958
NOTED-- CE ACE ACE CQE

Signed Jack C. Milonuk
Res Engr

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		1.95			1.95
Miles partially completed		1.95			1.95
Miles completed		1.95			1.95
Total estimated quantities (contract)		2,180			4,360
Total quantities corrected to date		2,228			4,266.25
Estimated quantities moved or placed to date		2,228			4,266.25
Average daily quantities		400			0
Average daily quantities necessary to complete project on time		0			0
Number shifts per day		1			0
Hours per shift		8			0
Average force on project for week		9			0

Men	8
Supervision	1
Men and trucks under 3 tons	1
Men and trucks over 3 tons	4
Men and tractors	

Equipment used during week: Shovels 1, Power graders 1, Rollers 2, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cloudy		
Monday	rain		
Tuesday	fair		
Wednesday	cloudy		
Thursday	cloudy		
Friday	showers		
Saturday			

RECEIVED
AUG 28 1958
FOR FILING

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 21, 1958, on Contract No. 5237, Bybee Bridge-Gregory Road Section, in Jackson County, in connection with Federal Aid Project No. DS-102(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-102(4)

5237

BYBEE BRIDGE-GREGORY ROAD SECTION OF THE

TABLE ROCK ROAD IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 6201
Roadway (Sta. 80+18 to Sta. 183+00)(Contract No. 5237)

3/4" - 0 Material in Shoulders	2,100 cu.yds.	$ 3.50	$ 7,630.00
Sprinkling	50 M-Gals	5.00	250.00
Class "B" Asphaltic Concrete	4,360 tons	8.55	37,278.00
RS-1 Asphalt	5 tons	75.00	375.00
			$ 45,533.00
Flagging (57½¢ of Contractor's Cost)	All Required		100.00
	Subtotal		$ 45,633.00
	10% Engr. & Cont.		4,563.30
	Total		$ 50,196.30

Length of Roadway.	1.947 Miles
Cost of Roadway Per Mile	$25,781.13

Federal "BS" Funds	$ 36,400.00
Federal "LS" Funds	8,200.00
State Funds	2,200.00
County Funds	3,396.30
	$ 50,196.30

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Jackson County with the Highway Department.

FORM E-133 SH 4-56

RECEIVED
AUG 1 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

6:102 (4)
5237

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 31, 1958

Rogue River Paving Co.
P.O. Box 942
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5237, awarded June 26, 1958 for paving Bybee Bridge-Gregory Road Section of the Table Rock Road in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

June 27, 1958

NOTED
Harold C. Ayers

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
John F. Hagemann

Dear Mr. Rynning:

This is to acknowledge receipt of an advance deposit of $1,800 which together with the retained refund for the Gregory Road-Central Point Junction and Table Rock Road-Crater Lake Junction projects of $2,986.32 makes a total deposit of $4,786.32 in connection with the Bybee Bridge-Gregory Road Section of FAS 273.

Contract No. 5237 has been awarded to the Rogue River Paving Company of Medford and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm

NOTED
C G SWENSON

Form A-180—10M—6-57

NOTED
C. C. [illegible]ON

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
John F. Hagemann

Jackson County
Medford, Oregon

Attn: Mr. Paul Rynning, County Engineer

Invoice No. 56157

Date June 26, 1958

Your Req. No.

Billing Request No. co 413

Credit Distribution: 535-1064-297

Advance Deposit	4,786.32
Partial transfer county's share total costs of the Rybee Bridge-Gregory Road Section, FAS 273, covered by agreement dated June 1958	2,286.32
To be retained	$2,500.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ ----------

By ----------

State Printing 4396

NOTED
Harold C. Ayers

Salem, Oregon
June 26, 1958

Advance FASD-C Deposit
Jackson County

Mr. C. H. Maison
O F F I C E

NOTED
John F. Hagemann

Attached is Jackson County Warrant No. 3455 in the amount of $1800.00 which represents the county's share in the total estimated cost for the Bybee Bridge-Gregory Road Section of FAS 273.

This is a D (crash) Fund project.

John D. Graham
Office Engineer, County & City Relations

JDG:be
Att.

NOTED
C. G SWENSON

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 788
MEMBER A. A. E.
MEMBER P. E. C.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER

JACKSON COUNTY

MEDFORD, OREGON

June 25, 1958

W. C. Williams
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Attention: John F. Hagemann

Gentlemen:

In compliance with your letter of June 19th, I am herewith enclosing County Warrant #3455, in the amount of $1,800.00, to cover County advance deposit on F.A.S. 273.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:im
Encl.

RECEIVED
JUN 25 1958
ENGINEER
CITY RELATIONS

NOTED
Harold C. Ayers

June 19, 1958

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

Dear Mr. Rynning:

On June 17 a satisfactory bid for paving the Bybee Bridge-Gregory Road Section of FAS 273 was received from the Rogue River Paving Company of Medford. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid Items	$45,533.00
Flagging	100.00
12-1/2% Eng'ring & contingencies	5,704.13
Estimated Total Cost....	$51,337.13

County Advance Deposit

5% of $49,000 =	$ 2,450.00
All over $49,000 =	2,337.13
Total Deposit.....	$ 4,787.13
Less refund due county on Gregory Rd-Central Point Jct and Table Rock Rd-Crater Lake Jct Section of FAS 273 and 274.....	$ 2,986.32
Required Cash Deposit....	$ 1,800.81 or say $1,800

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $1,800 forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

Bond
6/26/58
515-1064
Cont # 5237

JFH:[redacted]

NOTED
C. G. SWENSON

RECEIVED
JUL 8 - 1958
FOR FILING

DS 102(4)

5237

Salem, Oregon
June 27, 1958

Finance #305
Deed #554

Mr. C. G. Swenson
City & County Relations Dept., Engr.
O f f i c e

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Jackson County covering the Bybee Bridge-Gregory Road Section, DS-102(4), FAS 273.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Jackson County.

Secretary

rn
Attach: 5

RECEIVED
JUN 27 1958
FOR FILING

G231

June 27, 1958

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing for the records and files of Jackson County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Jackson County covering the Bybee Bridge-Gregory Road Section, DS-102(4), FAS 273.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JUL 17 1958
FOR FILING
5237

June 26, 1958

Rogue River Paving Company
333 Lindero Avenue
Medford, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 accepted your proposal for paving on the Bybee Bridge-Gregory Road section of the Table Rock County Road in Jackson County for the sum of $45,533 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5237.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. O. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired, otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS -CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 26, 1958

Rogue River Paving Company
333 Lindero Avenue
Medford, Oregon

Gentlemen:

Contract for Bybee Bridge-Gregory Road Section of Table Rock County Road, Jackson County for which you submitted low bid on June 17, 1958 awarded you today.

Contract forms follow shortly.

H. E. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

FORM E-30X—37,500—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1958

Mr. G. S. Paxson
O F F I C E

SUBJECT: FAS Projects Agreements

To:

Attached are three copies each of finance agreements covering the FAS projects listed below. Two copies of each of the agreements have been executed by the respective counties and are now ready for signature by the Highway Commission. These copies also require your signature of approval. The projects are as follows:

County	FAS	Section	Commission Approved
Benton	864	Luckiamute River (Hoskins) Bridge (DE proj.)	5/8/58
Columbia	816	Milton Creek (St. Helens) Bridge	2/17/58
Coos	252	Cooper Bridge, North Fork Coquille River	9/12/57
Jackson	273	Bybee Bridge-Gregory Road Section (DE proj.)	5/8/58
Linn	770	Albany Canal-Lebanon Junction	1/16/58
Union	488	North Powder-Davis Ranch	1/22/57
Washington	581	Fanno Creek Bridge. This is a DE project to be submitted to the Highway Commission for approval at the June 19-20 meeting.	

Also attached are six copies each of maintenance agreements covering each of the above projects. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. C.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER

JACKSON COUNTY

MEDFORD, OREGON

June 10, 1958

NOTED
[illegible] C. Ayers

NOTED
John F. Hagemann

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

NOTED
JOHN D. GRAHAM

Attention: John F. Hagemann

Dear Sir:

I am herewith returning, duly executed, five copies of Enroachment Resolution, six copies of Maintenance Agreement, and two copies of Agreement covering finances in connection with the Bybee Bridge-Gregory Road Section of FAS 273.

Very truly yours,

Paul B. Rynning
County Engineer

PBR:im
Encls.

NOTED
JOHN D. GRAHAM

RECEIVED
JUN 11 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
C. C. COMMISSION

1-58 Oregon Project DB-102(4)
FAS 273

RESOLUTION

WHEREAS, a county road in Jackson County, State of Oregon, known as the Table Rock County Road, is routed through the County of Jackson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jackson County, the section adopted for improvement being more particularly described as follows; to wit:

From Bybee Bridge southerly to Gregory Road, a distance of .947 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Jackson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jackson County, Oregon, that no encroachments will be permitted on the county road known as the Table Rock County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jackson County, Oregon, this 9th day of June, 1958.

By:

County Judge Rodney V. Tatom

ATTEST:

Everett Hopkins
County Clerk

County Commissioner Charles H. Arndt

County Commissioner W. A. Jones

cc-12(1956)

NOTED
V R. JONES

NOTED
Harold C. Ayers

June 6, 1958

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

NOTED
John F. Hagemann

Dear Mr. Rynning:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Bybee Bridge-Gregory Road Section of FAS 273 upon which bids will be received June 17.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $50,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in this office not later than June 13.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
E. SWENSON

By

NOTED
JOHN D. GRAHAM

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm
Encl.

NOTED
V. R. JONES

May 27, 1958

NOTED
Harold C. Ayers

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

Dear Mr. Rynning:

On May 8 the Highway Commission approved the D fund project as described in the attached tabulation. It is planned to receive bids on this project July 10.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

PROPOSED PROJECT (County D-FAS Funds)
JACKSON COUNTY

FAS 273 - Bybee Bridge-Gregory Road Section, 2.1 miles, $49,000.

This section extends from the south end of the Bybee Bridge over the Rogue River southerly to Gregory Road (north end of Oregon Project S-102(3) constructed in 1957).

The proposed project is to construct a 3" deep asphaltic concrete wearing surface 22' in width with 8' shoulders over the existing oil mat wearing surface. The existing oil mat wearing surface is 24' in width and shows no signs of deformation; however, there is some surface spalling and slight raveling on the edges. The existing shoulders are from 9' to 10' in width. The existing structure over Gregory Creek will be widened to 38' by the county prior to the Federal-aid project.

DS/FAS-1(58)
5/1/58

NOTED
Harold C. Ayers

Salem, Oregon
May 12, 1958

NOTED
V. R. JONES

Mr. Tom Edwards
O F F I C E

Bybee Bridge-Gregory Road Section
FAS 273, Jackson County

NOTED
John F. Hagemann

Enclosed is a print of the plan and profile map and a typical section of the existing oil mat wearing surface for the subject named project. This project was approved for construction with county DS funds on May 8. The proposed project is to construct a 22' wide asphaltic concrete wearing surface with 8' shoulders over the existing oil mat wearing surface and 9' to 10' shoulders.

It is believed the enclosed data is sufficient to prepare plans and specifications. The county wishes this project to be let at the June 19-20 meeting.

The plan and profile print is to be returned to Jackson County when we are through with it. Please forward it to this office and we will return it.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Encl.

NOTED
C. C. SWENSON

NOTED

MEMO TO J. W. NASH (May 7, 1958)

NOTED
John F. Hagemann

FAS 273, JACKSON COUNTY (DS PROJECT)

TERMINI: From the Rogue River southerly to Oregon Project S-102(3) (Bybee Bridge-Gregory Road Section).

PROPOSED WORK: Construct 2-lane high type surface.
PROJECT LENGTH: 2.1 miles. "L" - 8200

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$49,000	$36,400	~~$6,300~~ 7200	~~$6,300~~ 2200 (County)

EXISTING FACILITY

ROADWAY: Oil mat wearing surface 24' in width with 9' to 10' shoulders. Some surface spalling and edge raveling of oil mat; however, there are no signs of deformation. No substandard grade or alignment.

STRUCTURE: Double 10'X8' reinforced concrete box culvert at Whetstone Creek, roadway width 30'.

ADJACENT SECTIONS

NORTH END: Bybee Bridge over Rogue River, HC 26', constructed under Oregon Project S-102(1).

SOUTH END: Asphaltic concrete pavement 22' wide with 8' shoulders constructed under OREGON PROJECT S-102(3).

PROJECT DATA: Construct asphaltic concrete wearing surface 22' in width with 8' shoulders on existing oil mat wearing surface. County will widen existing concrete box culvert at Gregory Creek to 38' without federal cooperation

ROW WIDTH: 100'.
MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.

RR XING:
- NAME OF RR CO.- (Spur to Camp White)
- NO. OF TRACKS - One
- NO. OF TRAINS - --
- SIGHT DISTANCE- Unobstructed.
- VEHICLE SPEEDS- --
- GROUP PRIORITY- --
- RR BENEFITS - --
- EXISTING PROTECTION: --
- PROPOSED PROTECTION: Reflectorized X-buck with advance warning signs.

SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None.

Supporting data submitted under Oregon Project S-102(3).

NOTED

JFH:mm

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

NOTED
V. R JONES

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER

JACKSON COUNTY

MEDFORD, OREGON

NOTED
[illegible] C. Ayers

April 28, 1958

FAS 273

Mr. John F. Hagemann
Assistant Engineer
County and City Relations Department
State Highway Department
Salem, Oregon

Dear John:

During our conversation in Grants Pass concerning improvement of FAS 273, you informed me that you measured the Whetstone Creek Bridge and found it to be twenty-four feet wide. At that time I doubted it, and I measured it this morning and find it thirty feet wide between curbs.

The bridge across Gregory Creek is less than twenty-four feet wide, and we intend to widen that structure to thirty-eight feet between curbs.

We have no plans for widening Whetstone Bridge.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:im

RECEIVED
APR 29 1958
COUNTY [illegible]S

RECEIVED
1958

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

J. RYNNING
AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

April 10, 1958

RECEIVED
APR 11 1958
ENGINEER
COUNTY & CITY RELATIONS

Mr. C. G. Swenson, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Swenson:

I just received news that Congress has passed the 1958 Highway Bill for which, in addition to the regular program, there is a special four hundred million dollar special program to take up some of the unemployment.

No doubt the counties will receive some Federal aid as in the past. The special four hundred million dollar program must be contracted before the end of this year and completed before the end of 1959. Jackson County has three projects which could be eligible for Federal aid. Two of them are on ~~the~~ FAS 247 ~~FAS 273~~ the Table Rock Road and one on the Butte Falls Road. The one on the Butte Falls Road would begin at the intersection with the Cobleigh Road in Section 31, Township 34 S, Range 2 East, and extend 3.37 miles to the City of Butte Falls.

One section of the Table Rock Road would begin at the center of Section 25, Township 36 South, Range 2 West, thence North 2.05 miles to Rogue River; the second section to begin at the intersection with Modoc Road in Section 11, Township 36 South, Range 2 West, thence westerly and northerly 4.55 miles to the Sams Valley secondary State Highway.

All three of these projects would be paving jobs only. The two on the Table Rock Road could begin immediately without any sub-grade work. The section on the Butte Falls Road should have some reinforcement which the County expects to do this season, and it could be ready for Federal aid pavement sometime during this coming summer.

Because of the ease with which these projects could be put under contract with very little engineering, Jackson County would like to be considered for any Federal aid projects.

If you, or one of your representatives, would like to go over the roads in question, kindly advise me a day in advance, and I shall be glad to show what we have in mind.

Very truly yours,

Paul B. Rynning
County Engineer

PBR:im

DS-161(2) Fanno Cr. Br. on Oleson Road 1958

#5238

RECEIVED
JAN 22
FOR FILING
(DATE)

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 22, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5238	4 final	Central Paving Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
262	H 233228	$ 1,058.70	1/21/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion date: 90 workdays from July 10, 1958

Time Extensions: None

Completion Date: Oct. 29, 1958

Date Accepted: Dec. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Quiggy
~~H. B. Glaisyer~~
Secretary

Warrant Mailed: [illegible]

JC

NOTED ON CARD

RECEIVED
JAN 21 1959
FOR FILING

January 19, 1959

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. S. W. Tanner
Bond Department

Gentlemen:

This will answer your letter of December 30, 1958 pertaining to State Highway Contracts 5074, 5141, and 5238. The following is a breakdown of the three projects:

Contract 5074 - Grading, structures on the East Unit, Knowles Creek Section in Lane County - Prime contractor, Durbin Bros., Eugene:
As of October 31, 1958 - Estimate due - $17,553.74
" Accumulative retainage - $10,081.66

Contract 5141 - Structure, grading and paving on the Perry-Oro Dell Section in Union County - Prime contractor, Durbin Bros., Eugene:
As of October 31, 1958 - Estimate due - $97,644.40
" - Accumulative retainage - $53,870.09

Contract 5238 - Fanno Creek Bridge project in Washington County - Prime contractor, Central Paving Co., Independence.
As of October 31, 1958 - Estimate due - $466.00
" - Accumulative retainage - $1,064.03
This project completed October 29, 1958.

We trust the above will give you the necessary information for your records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

RECEIVED
JAN 9 - 1959
FOR FILING

Jan. 8, 1959

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5238 for Fanno Creek Bridge on Oleson Road (FAS 581) in Washington County was completed by the contractor, Central Paving Company, on Oct. 29, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $1,058.70 will be released to the contractor on or after Jan. 19, 1959. The total contract amount is $15,079.67, of which amount $60.53 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Oregon State Highway Department

Federal Aid Secondary
Project No. FS-161(2)

FANNO CREEK BRIDGE ON THE OLESON ROAD

IN WASHINGTON COUNTY

5238 (Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 14, 1950

Type Code X021
Fanno Creek Bridge (Sta. 17+28.95 to Sta. 17+73.95)(Contract No. 5238)

Removal of Old Bridge and Maintenance of Traffic	All Required	$	$3,000.00
Structural Excavation	30 cu. yds.	10.00	300.00
Furnish Treated Timber Piling	720 lin. ft.	1.50	1,080.00
Drive Piles	24 only	95.00	2,280.00
Class "A" Concrete	45 cu. yds.	68.00	3,060.00
Metal Reinforcement	19,100 lbs.	.13	2,483.00
Treated Timber	5.0 M-fbm.	350.00	1,750.00
Asphaltic Wearing Surface	18 tons	13.00	234.00
	Subtotal		$14,187.00
	10% Engr. & Cont.		1,418.70
	Total		$15,605.70

Length of Structure. . . . . 0.009 miles

Federal "BS" Funds	$11,600.00
Federal "S" Funds	2,500.00
State Funds	752.85
County Funds	752.85
	$15,605.70

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939
Funds for Maint.: Chap. 529, Laws, 1939

Note: Necessary funds have been deposited by Washington County with the Highway Department.

FORM E-128 SM 4-58

RECEIVED
JUL 24 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 24, 1958

Central Paving Company
P. O. Box 38
Independence, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5238, awarded June 30, 1958, for Farmo Creek Bridge on Oleson Road (FAS 581) in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

FORM E-123 SM 4-58

RECEIVED
JUL 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

3238

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 24, 1958

Central Paving Company
P. O. Box 38
Independence, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5238, awarded June 30, 1958, for Farmo Creek Bridge on Cleeson Road (FAS 581) in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL
FOR

June 30, 1958

Central Paving Company
P. O. Box 38
Independence, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 accepted your proposal for construction of Fanno Creek Bridge on Oleson Road, 0.1 mile south of its junction with Scholls Ferry Road and the Beaverton-Hillsdale Highway, Washington County, for the sum of $14,187 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5238.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. H. Glaeyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

jmc
cc: Pacific Builder & Engineer, Inc.
Mr. Lowell Richards, c/o Daily Journal of Commerce
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

NOTED
J. Mc C.

J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION TELEGRAM

1206 (1-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 30, 1958

Central Paving Company
Independence, Oregon

Contract for Fanno Creek Bridge on Oleson Road, Washington County, for which you submitted low bid on June 17, 1958 awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
C. W. Head
Files

RECEIVED
JUL 8 - 1958
FOR FILING

Salem, Oregon
June 30, 1958

Finance # 2.1
Maint # 2.3

FAS Project Agreement
Fanno Creek Bridge
Washington County

Mr. C. G. Swenson
City & County Relations Dept., Engr.
O f f i c e

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Washington County covering the Fanno Creek Bridge, NS-161(2), FAS 581.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy each has been sent to the County Court of Washington County.

Assistant Secretary

rm
Attach: 5

RECEIVED
1958

June 30, 1958

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing for the records and files of Washington County one fully executed copy each of a finance and mainentance agreement between the State Highway Commission and Washington County covering Fanno Creek Bridge, BS-161(2), FAS 581.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By_____
Floyd Query, Assistant Secretary

rn
Enc. 1

S-47(7) Trail Cr. Br. Sec. of the Crater Lake Hwy. 1958

#5239

RECEIVED
DEC - 7 1959
FOR FILING

1471
5239

UNITED PACIFIC
Insurance Company

HOME OFFICE
728 ST. HELENS AVENUE
BOX 1216
TACOMA 1, WASHINGTON

December 7, 1959

State of Oregon
State Highway Department
Salem, Oregon

Mr. Floyd Query

Gentlemen: Bond #9416 - Durbin Brothers (Contract for Structure, Grading, and Paving, Trail Creek Bridge Section)

Your letter of December 3 enclosing copy of another letter from the American Surety Company concerning their claim for damages which they were forced to pay to their assured, Anthony and Elizabeth Miller, by reason of blasting damage allegedly caused by our principal has come to our attention.

We are momentarily expecting a report from our Portland office as to the results of their investigation into this situation. Mean while, however, we shall send them a copy of your latest correspondence. Please be assured of our intention to follow this matter through to a satisfactory conclusion.

Yours very truly,

William T. Atkins
Claims Department

WTA:kc

NOTED
FLOYD QUERY

RECEIVED
DEC 8 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC - 1 1959
FOR FILING

December 3, 1959

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

Attached is a copy of a claim in the amount of $1,604.90 which has been filed with the Secretary of State by the American Surety Company for blasting damages done to the home of their insureds, Anthony J. and Elisabeth Miller. This appears to be in connection with State Highway Contract No. 5239 with Durbin Bros. for structure, grading and paving the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Victor S. Risley Co.
243 Board of Trade Building
Portland 4, Oregon

Durbin Bros.
Route 5, Box 490
Eugene, Oregon

NOTED ON CARD
dc

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

November 24, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from American Surety Company, 600 Yeon Building, 522 S. W. Fifth Avenue, Portland 4, Oregon, and filed as of this date, a notice of claim for damages because of blasting in the sum of $1,604.90 against Durbin Brothers and the United Pacific Insurance Company, for structure grading and paving the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County.

This claim arises out of a fire policy issued by the above to Anthony J. and Elizabeth Miller whose house was damaged by blasting done by Durbin Brothers during the performance of their contract with the State. American Surety Company paid $1,604.90 and are subrogated under the rights of Anthony J. and Elizabeth Miller.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo A Stephens
Public Records Section

GS:FK
Enc.

State Highway Contract No. 5239.

NOTED
FLOYD QUERY
NOTED
C. W. HEAD

RECEIVED
DEC 3 1959
OREGON
STATE HIGHWAY COMMISSION

W. E. McKELL
Chairman of the Board and President

American Surety Company
of New York

PORTLAND BRANCH OFFICE
600 YEON BUILDING
522 S.W. FIFTH AVENUE – PORTLAND 4, OREGON – TEL. CAPITOL 8-9438

DAVID A. LEWIS
Manager

November 23, 1959

Secretary Of State
Salem, Oregon

Re: Our Insureds: Anthony J. & Elizabeth Miller
Our File No: 019 F 0291

Gentlemen:

Notice hereby is given that the undersigned, American Surety Company has a claim for damages because of blasting in the sum of $1,604.90 against Durbin Brothers and the United Pacific Insurance Company. This is on contract #5239 for structure grading and paving the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County.

This contract was completed July 2, 1959 and this notice is given in accordance with Oregon Statutes 279.528.

This claim arises out of a fire policy we issued to Anthony J. and Elizabeth Miller whose house was damaged by blasting done by Durbin Brothers during the performance of their contract with the State. American Surety Company paid $1,604.90 and are subrogated under the rights of Anthony J. and Elizabeth Miller.

Very truly yours,

AMERICAN SURETY COMPANY

BY: W. D. Lane
W. D. Lane
Claim Manager

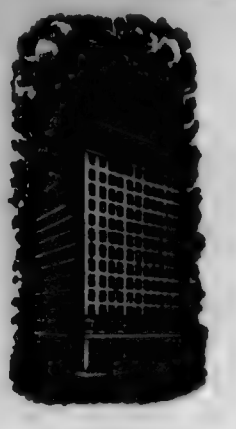
Filed Nov. 24
#3670

WDL/pls
cc: State of Oregon Hwy.Dept.

NOTED
C. W. HEAD

RECEIVED
1959
STATE HIGHWAY COMMISSION

W. E. McKELL
Chairman of the Board and President



DAVID A. LEWIS
Manager

American Surety Company
of New York

PORTLAND BRANCH OFFICE
600 YEON BUILDING
522 S.W. FIFTH AVENUE – PORTLAND 4, OREGON – TEL. CAPITOL 8-9438

November 23, 1959

Secretary Of State
Salem, Oregon

Re: Our Insureds: Anthony J. & Elizabeth Miller
Our File No: 019 F 0291

Gentlemen:

Notice hereby is given that the undersigned, American Surety Company has a claim for damages because of blasting in the sum of $1,604.90 against Durbin Brothers and the United Pacific Insurance Company. This is on contract #5239 for structure grading and paving the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County.

This contract was completed July 2, 1959 and this notice is given in accordance with Oregon Statutes 279.528.

This claim arises out of a fire policy we issued to Anthony J. and Elizabeth Miller whose house was damaged by blasting done by Durbin Brothers during the performance of their contract with the State. American Surety Company paid $1,604.90 and are subrogated under the rights of Anthony J. and Elizabeth Miller.

Very truly yours,

AMERICAN SURETY COMPANY

BY: W. D. Lane
W. D. Lane
Claim Manager

File #3670

FILED
NOV 24 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

WDL/pls
cc: State of Oregon Hwy.Dept.

75th Anniversary
1884 – 1959

RECEIVED
NOV 30 1959
FOR FILING
I 47-7)
5239

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 17, 1959

To: MEMORANDUM

SUBJECT: Utility Billing - Final Voucher
Oregon Project 3-47 (7)
California-Oregon Power Company

A 100% audit has been made of the Utility billing on the subject voucher in accordance with the provisions of the Secondary Road Plan (unqualified approval).

No citations were made on this billing and the total amount of $1,421.37 ($882.58 and $538.79) as claimed by California-Oregon Power Company is approved, as substantiated by audit work papers in State files, and claimed as eligible for Federal participation in accordance with Bureau of Public Roads PPM 30-4.

C. H. Maison
Auditor

cc: Bureau of Public Roads
R. L. Porter (2)
General Files

RECEIVED
FOR FILING
S-47(7)
5239

UNITED PACIFIC
Insurance Company
HOME OFFICE
728 ST. HELENS AVENUE
BOX 1216
TACOMA 1, WASHINGTON

October 29, 1959

State of Oregon
State Highway Department
Salem, Oregon

Mr. Floyd Query, Secretary

Gentlemen: Our Bond No. 9416 - Durbin Brothers, Principal
Contract for Structure, Grading and Paving
Trail Creek Bridge Section

Thank you for your letter of October 22, 1959, enclosing a copy of a letter from the American Surety Company relative to its payment of a claim to their insured, Anthony J. and Elizabeth Miller.

We are referring this matter to our Portland Branch Office, which is the office out of which the bond was written, and note that you have already sent a copy of your letter to such office.

Very truly yours,

E. R. MacDougall
Claims Department

ERM: jh

NOTED
FLOYD QUERY

RECEIVED
OCT 30 1959
OR
STATE HIGHWAY DIVISION

RECEIVED
OCT 23 1959
FOR FILING

October 22, 1959

American Surety Company
600 Yeon Building
522 S. W. Fifth Avenue
Portland 4, Oregon

Attention: Mr. W. D. Lane
Claim Manager

Re: Your File No. 019 F 0291

Gentlemen:

This is to acknowledge receipt of your letter of October 15 concerning the claim of $1,604.90 which your Company paid to your insureds, Anthony J. and Elizabeth Miller for damage done by blasting by Durbin Bros. From the description in your letter this job appears to be our Contract No. 5239 with Durbin Bros. for structure, grading and paving the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County.

This contract was completed April 25, 1959, accepted by the Highway Commission July 2, and final payment was mailed August 21, 1959.

As you no doubt know, each contractor is covered by a performance bond, which is given to assure completion of the contract and payment of all bills incurred in it. The United Pacific Insurance Co., through Victor S. Risley Co., 223 Board of Trade Building, Portland 4, furnished the performance bond on this contract.

The State does not withhold contract payments because of claims filed against the contract unless the surety requests us to do so.

Should you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission you should file the claim with the Secretary of State. You are undoubtedly familiar with the filing procedure but for your ready reference we are attaching excerpts from the Oregon Laws outlining such procedure. In the meantime, we will make notation of this information in our records and will advise the surety and the contractor that it has been received.

Very truly yours,

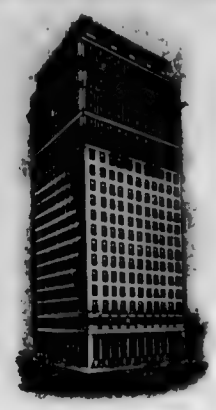
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
dc

Secretary

Enc.

W. E. McKELL
Chairman of the Board and President



DAVID A. LEWIS
Manager

American Surety Company
of New York

PORTLAND BRANCH OFFICE
600 YEON BUILDING
522 S.W. FIFTH AVENUE – PORTLAND 4, OREGON – TEL. CAPITOL 8-9438

October 15, 1959

State Of Oregon
Highway Department
Salem, Oregon

Re: Our Insured: Anthony J. and Elizabeth Miller
Our File No: 019 F 0291
D/Loss: October 23,1958

Gentlemen:

On the above claim we paid our Insured $1,604.90 for damage done by the blasting of Durbin Brothers Construction.

This job was on a contract between Durbin Brothers and The State Of Oregon for installing a new roading through and around Trail, Oregon. The excavation started in September of 1958.

We understand the State Of Oregon dug a new well for our Insureds as a result of this blasting.

Will you please advise if the State will take care of the amount we paid or do you still retain funds on this job to protect parties that are damaged.

The contractors are the Durbin Brothers, Rt.5, Box 490, Eugene,Oregon,we are sorry we do not have the contract number, #5239

Please advise.

Very truly yours,

W. D. Lane

W. D. Lane
Claim Manager

RECEIVED
OCT 1 1959
STATE HIGHWAY COMMISSION

WDL/pls

cc: Tobin & Crawford

RECEIVED
OCT 23 1959
FOR FILING
S.47(7)
52:1

October 22, 1959

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a letter, dated October 15, from the American Surety Company, 690 Yeon Building, Portland, advising that they have paid $1,604.90 to their insured, Anthony J. and Elizabeth Miller, for damage done by blasting by Durbin Bros., and they wish to be reimbursed this amount.

This appears to be in connection with our Contract No. 5239 with Durbin Bros. for structure, grading and paving the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon

Victor E. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Durbin Bros.
Rt. 5, Box 490
Eugene, Oregon

CWH:fp

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
dc

RECEIVED
1959
FOR FILING

FINAL COST ANALYSIS
Structure, Grade, Pave
Contractor: Durbin Bros.
Resident Engineer: W.B. Merrill

NOTED
W. C. WILLIAMS

September 28, 1959

Trail Creek Bridge Section
Contract No. 5239

Crater Lake Highway
Prefix No. 15-1062-201(41)

147 (7)
5239

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	18,000.00	6,560.40	6,560.40	18,000.00
Drainage Excav., Unclass.	124.93	Cu. Yd.	2.50	2.61	326.34	312.33
General Excav., Unclass.	68,141.9	Cu. Yd.	0.96	1.00	68,351.62	65,416.22
Toe Excav., Unclass.	6,004.2	Cu. Yd.	0.40	0.38	2,298.47	2,401.68
Short Overhaul	115,515.9	Yd. Sta.	0.02	0.021	2,413.90	2,310.32
Finish R.B. & Slopes	0.77	Mi.	1,500.00	1,567.31	1,206.83	1,155.00
12" Concrete Pipe	108	Lin. Ft.	2.40	1.49	161.20	259.20
18" Concrete Pipe	75	Lin. Ft.	4.50	2.58	194.24	337.50
24" Concrete Pipe	108	Lin. Ft.	6.10	4.12	445.65	658.80
36" Concrete Pipe	132	Lin. Ft.	10.60	8.11	1,070.70	1,399.20
*Cl. "A" Conc. in Box Culvert	37.7	Cu. Yd.	56.00	56.00	2,111.20	2,111.20
*Metal Reinf. in Box Culvert	5,321	Lb.	0.11	0.11	585.31	585.31
Metal Guard Rail	1,282	Lin. Ft.	4.00	4.00	3,307.56	5,128.00
Metal Sight Posts, Dbl. Reflectors	30	Each	4.00	4.00	105.00	120.00
Type 3 Fence	27	Rod	10.00	20.19	545.04	270.00
**Coarse Cr. Mat'l in Base	11,718.83	Ton	1.37	1.37	16,054.80	16,054.80
**3/4"-0 Mat'l in Base	2,850.44	Ton	1.50	1.50	4,275.66	4,275.66
**Sprinkling	104.55	M-Gal.	3.00	3.00	313.65	313.65
**Preparation of Base	0.77	Mi.	500.00	500.00	385.00	385.00
**3/4"-0 Mat'l in Binder Course	309.26	Ton	3.05	3.05	943.25	943.25
**RC-3 Asphalt	22.27	Ton	60.00	60.00	1,336.20	1,336.00
***Asphaltic Concrete Mixture	2,694.71	Ton	7.10	7.10	19,132.44	19,132.44
***85-100 Asphalt in Mixture	149.4	Ton	40.00	40.00	5,976.00	5,976.00

Final Cost Analysis - Trail Creek Bridge Section Cont'd.
Contract No. 5239

September 28, 1959

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***Extra for Asph. Conc. Appr.	7	Each	25.00	25.00	175.00	175.00
**3/4"-1/2" Cr. Mat'l in S.P.	2,464.96	Cu. Yd.	2.45	2.45	6,039.15	6,039.15
**1/2"-1/4" Cr. Mat'l in S.P.	2,571.07	Cu. Yd.	2.45	2.45	6,299.12	6,299.12
**1/4"-#10 Cr. Mat'l in S.P.	1,268.68	Cu. Yd.	2.45	2.45	3,108.27	3,108.27
*Structural Excavation	160.18	Cu. Yd.	6.00	6.00	961.08	961.08
*Furnish Steel Piling	221	Lin. Ft.	5.50	5.50	1,215.50	1,215.50
*Drive Steel Piling	6	Each	100.00	100.00	600.00	600.00
*Class "A" Concrete	340.59	Cu. Yd.	72.00	72.00	24,522.48	24,522.48
*Metal Reinforcement	75,286	Lb.	0.115	0.115	8,657.89	8,657.89
*PA#1 Splicing Shearing Piles	7	Hours	3.50	3.50	24.50	24.50
*PA#1 Cutting Bearing Piles	100%	All	15.00	15.00	15.00	15.00
PA#3 Move Mail Boxes	4	Each	10.00	8.10	32.40	40.00
**PA#4 Purchase Excess 3/4"-0 Mat'l in S.P.	272.96	Cu. Yd.	1.50	1.50	409.44	409.44
**Cr. Rock Haul Adj. favor of Contr.	2,718.9	Yd. Mi.	0.12	0.12	326.26	326.26
Force Account					2,120.24	2,127.00
Liquidated Damages	2	Day	125.00			-250.00
					192,604.52	203,152.44

Gross Revenue	$ 203,152.44
Total Cost	192,604.52
	$ 10,547.92

Net Profit equals 5.19% of Gross Revenue

* Work done all or in part by Ausland Construction Company
** Work done all or in part by Hughes & Dodd Construction Company
*** Work done all or in part by Rogue River Paving Company

DETAIL OF COST - Contract No. 5239

Labor:				
Labor			$ 30,769.49	
Labor Insurance			2,840.00	
Health and Welfare			937.00	
Pension			39.95	$ 34,586.44
Materials:				
Plumbing Supplies			16.66	
12" Concrete Pipe	108 Lin. Ft.	@ $0.92	99.36	
18" Concrete Pipe	75 Lin. Ft.	@ $2.02	151.50	
24" Concrete Pipe	108 Lin. Ft.	@ $2.65	286.20	
36" Concrete Pipe	132 Lin. Ft.	@ $5.40	712.80	
Metal Guard Rail	1,282 Lin. Ft.	@ $1.58	2,025.56	
Metal Sight Posts	30 Each	@ $2.25	67.50	
7'6" T Posts	30 Each	@ $1.32	39.60	
7'8" Corner Posts	2 Each	@ $10.06	20.12	
Barb Wire	1 Spool	@ $10.36	10.36	
"V" Mesh	3 Rolls	@ $56.30	168.90	
Concrete			75.00	
Coarse Crush Mat'l	11,718.83 Ton	@ $1.00	11,718.83	
3/4"-0 Aggregate	3,185.70 Ton	@ $1.00	3,185.70	
Asphaltic Conc. Agg.	2,694.71 Ton	@ $1.35	3,637.86	22,189.95
Equipment Rentals and Miscellaneous Expenses:				
Equipment Rental, Owned			25,574.76	
Equipment Rental, Hired			5,507.00	
Gas, Oil, and Grease			3,198.74	
P.H. and P.D. Insurance			384.61	
Small Tools			192.74	
Bond			677.11	
Freight			1,868.05	
Powder and Caps			5,657.50	
Drill Steel			2,495.73	50,686.69
Paid Hughes and Dodd			24,653.38	
Paid Rogue River Paving Company			21,795.10	
Paid Ausland Construction Company			38,692.96	85,141.44
		TOTAL		$ 192,604.52

Remarks - Contract No. 5239

This was a "Federal Aid Secondary Project" located on the Crater Lake Highway in Jackson County. The southerly end of the project was approximately 0.6 miles southerly of the town of Trail and about 23 miles north of Medford. The northeasterly end of the project was approximately 0.2 mile easterly of the town of Trail. The overall length of the project was 0.80 mile.

Work to be done under this contract consisted of the construction of a 150-foot reinforced concrete structure over Trail Creek; the construction of 0.77 mile of highway roadbed; stone base and shoulders, 0.79 of asphaltic concrete pavement; the furnishing of approximately 6,000 cubic yards of crushed materials in stockpiles; and the performance of such additional and incidental work as was called for in the plans and specifications.

The project was bid by Durbin Bros., on May 29, 1958 and was awarded to them on June 19, 1958. Work began on the project on June 20, 1958 and was completed on April 25, 1959. The final estimate was dated July 29, 1959.

On June 20, 1958, the contractor began clearing using a hired D-8 tractor with bulldozer and a crew of three men. The clearing, consisting of brush and small trees, progressed rapidly and was completed during the week ending July 11, 1958.

On July 7, 1958, the subcontractor, Ausland Construction Company on the box culvert and structure, began work. This operation progressed well until July 19, 1958 at which time an operators strike closed the project down.

The bridge contractor returned to the project on August 25, 1958 and resumed work on the box culvert and on the bridge. In this work he used a crew of four carpenters, two laborers, and a truck mounted crane. He completed the structures during the week ending December 13, 1958.

On September 8, 1958, the contractor began excavating using a D-8 tractor, 80 scrapers, and D-8 tractor with bulldozer and ripper. When the material became too hard to rip he resorted to drilling and shooting before moving the material. The shot material was loaded with a 2-1/2-cubic yard shovel, hauled to the area of placement with two 18-cubic yard International payhauler trucks and placed with an HD-21 tractor with bulldozer. He used an Adams blade to maintain the haul road. This work continued until December 19, 1958 at which time the project was shut down for the winter. The grading was resumed on March 9, 1959, using two D-8 cats with dozers and one D-8 cat with a scraper. All the grading was completed during the week ending March 20, 1959.

During the week ending March 14, 1959, the subcontractor, Hughes & Dodd, on hauling and placing the base aggregates, began placing these materials. In doing this work he used a TD-9 with droitt loader, two to four 8-cubic yard trucks, an Adams blade, 1500 gallon water wagon and a 3-leg roller. All aggregate was in place by April 23, 1959.

Remarks Cont'd. - Contract No. 5239

The binder on the south end of the project was shot on April 6, 1959 and on the east end on April 9, 1959.

On April 13, 1959, the subcontractor, Rogue River Paving Company, began laying the asphaltic concrete pavement. In this work he used a 38 - 50 ton per hour continuous mix plant to mix, fed with a Hough loader, four 6-cubic yard dump trucks, a Barber Green, a 3-leg roller, and a 2-wheel tandum roller. This work was completed on April 23, 1959.

All work was completed on April 25, 1959.

The contractor having a very high bid on the clearing, good equipment, supervision and plan of operation made a small profit.

M. N. Juve
Chief Cost Analysis

By

F. W. Sugnet

RECEIVED
OFFICE OF
STATE ENGINEER

RECEIVED
AUG 21 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 20, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5239	10 F	Durbin Brothers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20216	24321	$ 6,398.56	8/18/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **90 workdays from July 12, 1958**

Time Extensions: **None of record**

Completion Date: **April 25, 1959**

Date Accepted: **July 2, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 20, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG 21 1959

8/21/59

RECEIVED
AUG 4 - 1959
FOR FILING

August 4, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5239 for structure-grading-paving the Trail Creek Bridge Section of Crater Lake Highway in Jackson County was completed by the contractor, Durbin Bros., on April 25, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $6,398.56 will be released to the contractor on or after August 14, 1959. The total contract amount is $203,152.44, of which amount $2,127.00 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

RECEIVED
MAY 25 1959
FOR FILING

(477)
5239

May 25, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Durbin Bros., a portion of the funds heretofore retained by the Commission on contract #5239, for structure-grading-paving on the Trail Creek Bridge Section of Crater Lake Highway in Jackson County.

This payment, in the amount of $38,424.70, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $6,085.17. The present payment will be released on or after June 4, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
APR 30 1959
FOR FILING
1 47 71
5239

April 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed April 25, 1959, on Contract No. 5239, Trail Creek Bridge Section, Jackson County, in connection with Federal Aid Project No. S-47(7).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

cc: Clarence G. Swenson

DATE

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was (completed) ~~(started)~~ on April 2, 1952, on Contract No. 5239, Trail Creek Bridge _____ Section, in Jackson County, in connection with Federal Aid Project No. S-[illegible].

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:

cc: Clarence G. Swenson
(Completion dates only)

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 24, 19 59

Section Trail Creek Bridge

Highway Crater Lake County Jackson

Contractor Durbin Bros.

Date of contract July 2, 19 58

Date work started June 20, 19 58

Project authorization $222,343.13
Exclusive of engineering $205,486.73

Engineering authorization . . . . $ 16,856.40

Engineering cost to date $ 15,350, 91 %

Kind of work Structure, Grading and Paving

Section prefix 15-1062

Contract number 5239

Specified work days 90

Work days used 92

Per cent of time elapsed 102 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 205,265.00

Estimated per cent overrun or underrun . . . . . 00 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed April 25, 19 59

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Rogue River Paving Company completed asphaltic concrete paving on Thursday. Hughes and Dodd spent 2½ days putting ¾"-0" material on shoulders and this work was completed Friday noon.

The second coat of paint was applied to the guard rail the fore part of the week.

L. R. Chandler was over the project Thursday P.M.

30 metal sight posts were installed Saturday PM, which completes all the work on the project.

CONSTRUCTION DIVISION
RECEIVED
APR 27 1959
NOTED-- CE ACE ACE COE

NOTED
JOHN R. OAKES

Signed W B Merrill Res Engr

Address Box 429, Central Point, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.77	TONS			
Miles partially completed					
Miles completed	0.77				
Total estimated quantities (contract)	78,000	15,000	6,000		3,000
Total quantities corrected to date	74,200	15,000	6,302		3,000
Estimated quantities moved or placed to date	74,200	14,500	6,302		2,700
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			1
Hours per shift		9			10
Average force on project for week		8 ($2\frac{1}{2}$ days)			10 (4 days)
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ...1..., Rollers ..1...., Mixers ....., Crushing or screening plants .....
Compressors ....., Bulldozers ....., Compaction rollers .....Trucks . 5 ....., Barber-Greene Paver 1 Loader . . 1 ....., Asph. Conc. Plant 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
APR 17 1959
FOR FILING

April 16, 1959

Durbin Bros.,
Route 5, Box 490
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on April 16, 1959, had under discussion your request for 25 additional workdays within which to complete your Contract #5239, structure-grading-paving project on the Trail Creek Bridge Section of Crater Lake Highway in Jackson County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work was not warranted, and therefore denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

DC
cc: F. D. Morgan
H. H. Merrill
Tom Edwards

NOTED ON CARD
dc

RECEIVED
APR 3 - 1959
FOR FILING

April 2, 1959

Oregon State Highway Commission

Request for extension of time
No. 2
April 16-17 meeting

Gentlemen:

We are in receipt of a request from Durbin Bros., the contractor on the Trail Creek Bridge Section of the Crater Lake Highway, Contract No. [illegible], for an increase in number of working days to complete this construction project.

The contractor claimed that the operating engineers' strike of last year delayed his work in other areas so that he was unable to free equipment with which to accomplish this work before the rainy season set in. This request for an additional twenty-five workdays is not a valid request, as it does not fall within the requirements for granting an increase in time for performance of contract as stated in the special provisions for this project.

In view of this, it is my recommendation that the contractor's request for twenty-five additional workdays be denied.

Very truly yours,

[illegible]
State Highway Engineer

Encl.

cc Mr. Tom Edwards

LHY;fp fn

FORM H-20 5OM 6-58 12046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED

Salem, Oregon
January 22, 1959

SUBJECT:
Trail Creek Bridge Sec.
Crater Lake Highway
Contract No. 5239

To:
Mr. Leonard I. Lindas
Chief Counsel
State Highway Department
Salem, Oregon

REFERRED 1-23-59
TO Dennis
FOR handling
LEONARD I. LINDAS

Herewith one copy of a Lease Agreement, five copies of Assignment of Lease and one copy of preliminary report for title insurance covering the leasing of an area for stockpiling of materials on the Trail Creek Bridge Contract, No. 5239, on the Crater Lake Highway. Will you kindly have these documents checked and if in order, forwarded to Mr. Cooper for approval so that the contractor may be reimbursed for materials on hand.

Tom Edwards
Construction Engineer

By
Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:dmh

Attachments

JACKSON COUNTY TITLE CO.

121 EAST 6TH STREET ✉ TELEPHONE SPRING 3-4551
MEDFORD, OREGON

JACKSON COUNTY REPRESENTATIVES
TITLE AND TRUST COMPANY
PORTLAND, OREGON

December 16, 1958

Skyrman & Heisel
Medical Center Bldg.
Medford, Oregon

Gentlemen: Our Number: 73359

We are prepared to issue title insurance policy in the usual form, as of December 16, 1958 at 8:00 A. M., insuring the title to

A parcel of land lying in Lot Six (6) of Section 3 in Township 34 South, Range 1 West of the Willamette Meridian in Jackson County, Oregon, which parcel of land is described as follows:

Beginning at a point opposite and 60.0 feet Northwesterly of Station 32+75 on the center line of the relocated Crater Lake Highway, being the southwesterly corner of Parcel No. 4 in deed to the State of Oregon (by and through its State Highway Commission) recorded in Volume 458 page 24 of the Deed Records of Jackson County, Oregon; thence Northwesterly (along the westerly line of said parcel) at right angles to said center line 150.0 feet; thence Southwesterly at right angles 100.0 feet; thence Southeasterly at right angles, and parallel to and 100.0 feet distant from the first described course, to a point on the northwesterly right-of-way line of said relocated Crater Lake Highway, said point being 60.0 feet opposite and at right angles from the center line of said relocated Highway; thence along said right-of-way line in a Northeasterly direction to the point of beginning.

in IRWIN H. HOWE
RENA M. HOWE
husband and wife,
as tenants by the entirety,

subject to the usual printed exceptions, and

1. Water and mineral rights reserved in United States patent recorded in Volume 97 page 248 of the Deed Records of Jackson County, Oregon.

2. Right of way for the transmission and distribution of electricity, and for other purposes, granted to the Prospect Construction Company, an Oregon corporation, by instrument recorded in Volume 90 page 613 of the Deed Records of Jackson County, Oregon.

3. Right of way for the transmission and distribution of electricity, and for other purposes, granted to The California Oregon Power Company, a California corporation, by instrument recorded in Volume 200 page 205 of the Deed Records of Jackson County, Oregon.

4. 1958-59 taxes, (not segregated) PAID.

This is a preliminary report only. No liability is assumed hereunder until full policy premium has been paid.

Yours very truly,

JACKSON COUNTY TITLE CO.

By A. H. MacKintosh

hh

RECEIVED
JAN 30 1959
FOR FILING

8-26-58 No contract

Monthly Transaction No. 4	Form 2 (9-12-41) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 4	FEDERAL-AID PROJECT AGREEMENT	County Jackson
		Project No. S-47(6)

52139

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini: **Trail Creek Bridge Section on the Crater Lake Highway. State Route 22**

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way	4-22-58	
Construction		
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 17,500.00	$ 10,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. O. Polk
C. O. Polk
Division Engineer

Date executed by Division Engineer August 26, 1958

USComm-DC 40257

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Trail Creek Bridge Section, Project No. S-47(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:mes

August 5, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding, under separate cover, four copies of estimate as a basis for project agreement and four sets of reduced plans for the Trail Creek Bridge Section, Project No. S-47(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:bb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-47(6)

TRAIL CREEK BRIDGE SECTION OF THE

CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on estimated costs of lands, damages and other rights of way expenses.)

Salem, Oregon, August 5, 1939

Type Code R.O.W.
Right of Way (Sta. 4+00 to Sta. 48+00)

Rights of Way	All Required	$16,705.00
	Subtotal	$16,705.00
	Acquisition Expense	795.00
	Total	$17,500.00

Length of Project 0.033 Mile

Federal Funds	$10,800.00
State Funds	6,700.00
	$17,500.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
5 AUG 27 1958
9-12

5239

Monthly Transaction No.	For. -2 (9-12-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. S-47(7)	FEDERAL-AID PROJECT AGREEMENT		County Jackson
			Project No. S-47(7)

5239

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Trail Creek Section on State Highway No. 22.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering	3-11-58	----
Rights-of-Way		
Construction	3-11-58	0.795
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 217,659.00	$ 134,300.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
C. G. FOLK
Division Engineer

Date executed by Division Engineer **August 26, 1958**

USComm-DC 40257

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Trail Creek Bridge Section, Project No. 3-47(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:mas

August 11, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Trail Creek Bridge Section, Project No. S-47(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMC:mas

Oregon State Highway Department

Federal Aid Secondary
Project No. S-47(7)

TRAIL CREEK BRIDGE SECTION OF THE CRATER LAKE HIGHWAY

IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 6, 1958

Type Code P.E. Preliminary Engineering	All Required		$ 3,000.00
Type Code 6201 Location (Sta. 6+00 to Sta. 48+00)(Contract No. 5239)			
Clearing and Grubbing	All Required		$ 18,000.00
Drainage Excavation, Unclassified	160 cu. yds.	2.50	400.00
General Excavation, Unclassified	67,900 cu. yds.	.96	65,184.00
Toe Excavation, Common	11,000 cu. yds.	.40	4,400.00
Short Overhaul	79,000 yd. stas.	.02	1,580.00
Finishing Roadbed and Slopes	0.77 mile	1,500.00	1,155.00
12-inch Concrete Pipe	56 lin. ft.	2.40	134.40
18-inch Concrete Pipe	56 lin. ft.	4.50	252.00
24-inch Concrete Pipe	66 lin. ft.	6.10	402.60
36-inch Concrete Pipe	110 lin. ft.	10.60	1,166.00
Class "A" Concrete in Box Culvert	40 cu. yds.	56.00	2,240.00
Metal Reinforcement in Box Culvert	5,600 lbs.	.11	616.00
Metal Guard Rail	1,600 lin. ft.	4.00	6,400.00
Metal Sight Posts, Double Reflector	30 only	4.00	120.00
Type 3 Fence	30 rods	10.00	300.00
Coarse Crushed Material in Base	11,500 tons	1.37	15,755.00
3/4" - 0 Material in Base	3,500 tons	1.50	5,250.00
Sprinkling	340 M-gals.	3.00	1,020.00
Preparation of Base	0.77 mile	500.00	385.00
3/4" - 0 Material in Binder Course	200 tons	3.05	610.00
RC-3 Asphalt	22 tons	60.00	1,320.00
Asphaltic Concrete Mixture	3,000 tons	7.10	21,300.00
85-100 Asphalt in Mixture	180 tons	40.00	7,200.00
Extra for Asphaltic Concrete Approaches	8 only	25.00	200.00
			$155,390.00
Flagging (57½ of Contractor's Cost)	All Required		1,500.00
Work by California Oregon Power Co.	All Required		430.00
Work by Columbia Utilities	All Required		1,670.00
	Subtotal		$158,990.00
	10% Engr. & Cont.		15,899.00
	Total		$174,889.00

Type Code X021
Trail Creek Bridge (Sta. 27+20 to Sta. 29+40)(Contract No. 5232)

Structural Excavation	110 cu.yds.	$6.00	$ 660.00
Furnish Steel Piling	210 lin. ft.	5.50	1,155.00
Drive Steel Piles	6 only	100.00	600.00
Class "A" Concrete	345 cu. yds.	72.00	24,840.00
Metal Reinforcement	76,000 lbs.	.115	8,740.00
8-inch Metal Drain Pipe	40 lin. ft.	4.00	160.00
	Subtotal		$36,155.00
	10% Engr. & Cont.		3,615.50
	Total		$39,770.50

LENGTH of Roadway . . . . . 0.767 mile
Length of Structure . . . . . 0.028 mile
Total Length . . . . . 0.795 mile
Cost of Roadway per mile. $228,016.94

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,000.00	$ 1,200.00
Roadway	174,089.00	108,000.00	66,889.00
Structure	39,770.50	24,500.00	15,270.50
	$ 217,659.50	$ 134,300.00	$ 83,359.50

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939
State Funds for Maint.: Chap. 529, Laws, 1939

TRAIL CREEK BRIDGE SECTION
Project No. S-477(7)

Estimate of cost of Work to be done by The California Oregon Power Co.

Materials	$ 608.00	
Labor and Transportation	696.00	
Accounting and Administration	260.00	
Less Salvage	260.00	Credit
Total Cost	$1,304.00	
State Share 1/3 Total Cost	434.66	
Use	$ 430.00	

Estimate of costs of work to be done by Columbia Utilities

Labor	$ 621.17	
Materials	988.63	
Equipment	120.00	
Overhead	65.00	
Less Salvage	124.00	Credit
	$1,670.80	
Use	$1,670.00	

FORM E 123 Y 25M 5 58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith data in connection with the adjustment of the Columbia Utilities Company's telephone line on the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County, Contract No. 5239, Oregon Project S-47(7):

1. Copies of the Assistant Counsel's letter dated June 19, 1958, which establishes the State's obligation to reimburse the Company for moving a portion of its line.

2. Copies of the Company's estimate covering the portion of the line to be moved.

3. Construction plan sheets No. 3 showing the revision to be made.

Your approval of the agreement with the Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

FORM E 123 X 25M 5-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 23, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting, herewith, the following data in connection with adjusting the California-Oregon power line on the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County, Oregon Project S-47(7):

1. Copies of letters of Assistant Counsel and Resident Engineer which establish the obligation of the State to reimburse the Company for moving a portion of its line.

2. Copies of the Company's estimate with the portions chargeable to the State in accordance with Assistant Counsel's letter of June 30, 1958.

3. Copies of the sketch map showing revisions to be made.

Your approval of the agreement and authorization to proceed with the work as of this date, under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RECEIVED
FOR FILING

When replying, refer to:

08-35.4

July 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-47(7)
Crater Lake Highway-Trail
Creek Bridge Section
Utility Agreement
Columbia Utilities Company

Dear Sir:

Reference is made to your letter dated July 13, 1958, subject project.

Since this is a Federal-aid Secondary highway project and State force work is not involved in moving the telephone facilities, Bureau of Public Roads' approval of the agreement is not required. We are returning all copies of the following agreement data:

1. Copies of the Assistant Counsel's letter dated June 19, 1958

2. Copies of the Company's estimate

3. Construction plan sheets No. 3 showing the revisions to be made.

Very truly yours,

C. G. Polk
Division Engineer

By:

A. F. Bester
Acting Division Engineer

Orig to SHP

Encls.

RECEIVED
JUL 30 1953
FOR FILING

July 28, 1953

5237

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith data in connection with the adjustment of the Columbia Utilities Company's telephone line on the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County, Contract No. 5237, Oregon Project S-47(7):

1. Copies of the Assistant Counsel's letter dated June 19, 1953, which establishes the State's obligation to reimburse the Company for moving a portion of its line.

2. Copies of the Company's estimate covering the portion of the line to be moved.

3. Construction plan sheets No. 3 showing the revision to be made.

Your approval of the agreement with the Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:cr

When replying, refer to:
08-35.4

408 State Highway Bldg.
Salem, Oregon

July 28, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-47(7)
Crater Lake Highway-Trail
Creek Bridge Section -
Utility Agreement, California-
Oregon Power Co.

Dear Sir:

Reference is made to your letter dated July 13, 1958, subject project.

Since this is a Federal-aid Secondary highway project and State force work is not involved in moving the utility facilities, Bureau of Public Roads' approval of the agreement is not required. We are returning all copies of the following data:

1. Copies of letters of Assistant Counsel and Resident Engineer.
2. Copies of the Company's estimate.
3. Copies of the sketch map showing the revisions to be made.

Very truly yours,

C. G. Polk
Division Engineer

Enclosures

(Orig & encls. to S/A P)

FILED
FORREST COOPER

RECEIVED
JUL 23 1958
FOR FILING

July 23, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting, herewith, the following data in connection with adjusting the California-Oregon power line on the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County, Oregon Project S-47(7):

1. Copies of letters of Assistant Counsel and Resident Engineer which establish the obligation of the State to reimburse the Company for moving a portion of its line.

2. Copies of the Company's estimate with the portions chargeable to the State in accordance with Assistant Counsel's letter of June 30, 1958

3. Copies of the sketch map showing revisions to be made.

Your approval of the agreement and authorization to proceed with the work as of this date, under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:mas

FORM E-123 SH 4-58

RECEIVED
JUL 23 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 22, 1958

Durbin Bros.
Route 5, Box 490
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5239, awarded July 2, 1958, for structure, grading and paving on the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 11 1958
FOR FILING

July 11, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 20, 1958, on Contract No. 5239, Trail Creek Bridge Section, in Jackson County, in connection with Federal Aid Project No. S-47(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mas

RECEIVED
JUL 17 1958
FOR FILING

5239

July 2, 1958

Durbin Brothers
Route 5 Box 4 0
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958, accepted your proposal for grading, paving and structure on the Trail Creek Bridge Section of the Crater Lake Highway in Jackson County; also crushed material in stock piles for the sum of $26,245.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5239

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

SERVICE
... of service desired; ... this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 2, 1958

Durbin Brothers
Route 5 Box 490
Eugene, Oregon

Contract for grading, paving and structure on Trail Creek Bridge Section of the Crater Lake Highway in Jackson County for which you submitted low bid on May 2?, 1958, awarded to you today. Contract forms follow shortly.

H. E. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 30, 1958

The California Oregon Power Company
216 W. Main Street
Medford, Oregon

Re: The California Oregon Power Company
Power Line Adjustments
Trail Creek Bridge Section
Crater Lake Highway
Jackson County

Gentlemen:

On June 19 I wrote to you regarding the adjustment of some of your facilities on the above titled project.

I now am advised that the distribution pole near Station 19 is located within the existing right of way of the Crater Lake Highway so that it will be your obligation to make this adjustment without reimbursement.

It also appears that one of the three distribution poles between Stations 37 and 47 is located on private property outside of the existing right of way so that this will be a reimbursable item. It would appear that the only practicable way to handle the billing would be for the Highway Commission to pay one-third of the proper costs of adjusting the three poles. I do not suppose that it would be practicable to segregate the costs for any individual pole.

Mr. W. B. Merrill, Resident Engineer on the project, advises that these matters were discussed with Mr. Lyle Sams of your organization and have been approved by him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. F. D. Morgan
Mr. F. W. Farrar
Mr. W. B. Merrill

RECEIVED
JUN 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

5237

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 19, 1958

The California Oregon Power Company
216 W. Main Street
Medford, Oregon

Re: The California Oregon Power Company
Power Line Adjustments
Trail Creek Bridge Section
Crater Lake Highway
Jackson County

Gentlemen:

Bids on the above titled project were received on May 29, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. These adjustments are as follows:

A distribution pole near Station 19 must be relocated. The existing pole is on private property so that it will be the obligation of the Highway Commission to reimburse you for this work.

Three distribution poles on the northerly side of the existing road between Stations 37 and 47 must be relocated. These poles are located on State highway right of way apparently without permit, so that it will be your obligation to make this adjustment without reimbursement.

A transmission line pole near Station 6 on the "T" line must be moved. The original power line through this location was constructed about 1908, prior to the existence of any public road at this point. The line was rebuilt in 1934, and a written easement was obtained from the property owner at that time. However, the pole in question was placed approximately 26 feet from the centerline of the then existing road which would place it within the highway right of way. It, therefore, would appear that it is your obligation to make this adjustment without reimbursement.

In order that the Highway Commission may reimburse you for the proper and reasonable costs of the adjustment of the distribution pole near Station 19, it is requested that you submit an estimate for the work

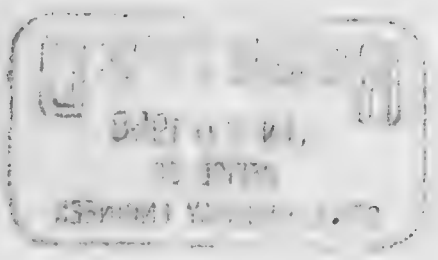
in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. W. B. Merrill, Box 23, Central Point, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. F. D. Morgan
Mr. F. W. Farrar
Mr. W. B. Merrill



RECEIVED

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

5239

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 19, 1958

Columbia Utilities Company
315 North Bartlett Street
Medford, Oregon

Re: Columbia Utilities Company
Telephone Line Adjustment
Trail Creek Bridge Section
Crater Lake Highway
Jackson County

Gentlemen:

Bids on the above titled project were received on May 29, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. The adjustments are as follows:

The relocation of your existing telephone line between Stations 6+00 and 25+00 and between Stations 34+00 and 36+00. These were placed on State highway right of way under the terms of Permit No. 3686, dated July 25, 1951, and it will be your obligation to make these adjustments without reimbursement.

A portion of your line between Stations 25+00 and 34+00 must be relocated. This portion of the existing line was constructed on private property under a verbal permit, so that it will be the obligation of the State Highway Commission to reimburse you for the proper and reasonable costs of this change under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. W. B. Merrill, Box 23, Central Point, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. F. D. Morgan
Mr. W. B. Merrill
Mr. F. W. Farrar

RECEIVED
JUN 20 1958
OFFICE OF
STATE ENGINEER

RECEIVED
APR 28 1958
FOR FILING
S-4701
5-27

Salem, Oregon
April 25, 1958

BPR authorization to proceed with acquisition of rights of way.

Mr. R. L. Porter
Right of Way Engineer
Office

As of April 22, 1958, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

Trail Creek Section of the Crater Lake Highway in Jackson County. Length 0.64 mile. Prefix 15-2503.

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
APR 21 1958
FOR FILING

FORM 830—50M—8-55—96688

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 17, 1958

Roseburg, Oregon

SUBJECT: #27025 - Killian
Trail Creek Bridge Section
Crater Lake Highway
Jackson County

To: Walter T. Wright
Assistant Right of Way Engineer
State Highway Building
Salem, Oregon

I call to your attention a split in ownership on this file as revealed by a deed shown in Volume 438, Page 366, Jackson County Records of Deeds. The easterly 100 feet of the Killian tract has been conveyed to Rudy A. Derksen of Basco, Illinois.

I am having options prepared here to accommodate this split and I request that you have a file number assigned and advise me of same. A copy of the Derksen deed description is attached.

Very truly yours,

Laurence A. Holt

Laurence A. Holt
Right of Way Supervisor

LAH/ce
Encl.

#27946 assigned to Derksen

REFERRED 4-18-58
TO F. Scott
FOR WALTER T. WRIGHT

NOTED
L PORTER

From the North Quarter Section corner of Section 3 in Township 34 S, Range 1 West of the Willamette Meredian in Jackson County, Oregon, run thence East, 514.8 feet; thence South 954.0 feet to the Southerly line of the Crater Lake Highway, at an iron pipe; thence along said Southerly line of the Highway, to a point which bears North 38° 20' East, 300.5 feet to the point of beginning; thence continue North 38° 20' East, 100.0 feet; thence South 170.0 feet, more or less, to the South line of Government Lot #7; thence South 38° 33' West, 100.0 feet, more or less, to a point South of the point of beginning; thence North 171.5 feet, more or less, to the point of beginning.

RECEIVED
APR 8 1958
FOR FILING

April 7, 1958

Oregon State Highway Commission

Gentlemen:

One of the projects listed for bid opening on our May 2?, 1958 schedule is the Trail Creek Bridge Section in Josephine County. This short section, 0.8 mile in length, will move the existing Crater Lake Highway southerly from the community of Trail, making it necessary to hold a public hearing on the change. This hearing was held in the Upper Rogue River Grange Hall on March 18, 1958. A copy of the transcript of the hearing was sent to you by Mr. Gladsyer on April 1. No opposition to the project developed at the hearing; therefore, it is my recommendation that the survey be adopted and authority be granted for the acquisition of right of way so the project may proceed. A small-scale map indicating the details of the change is attached.

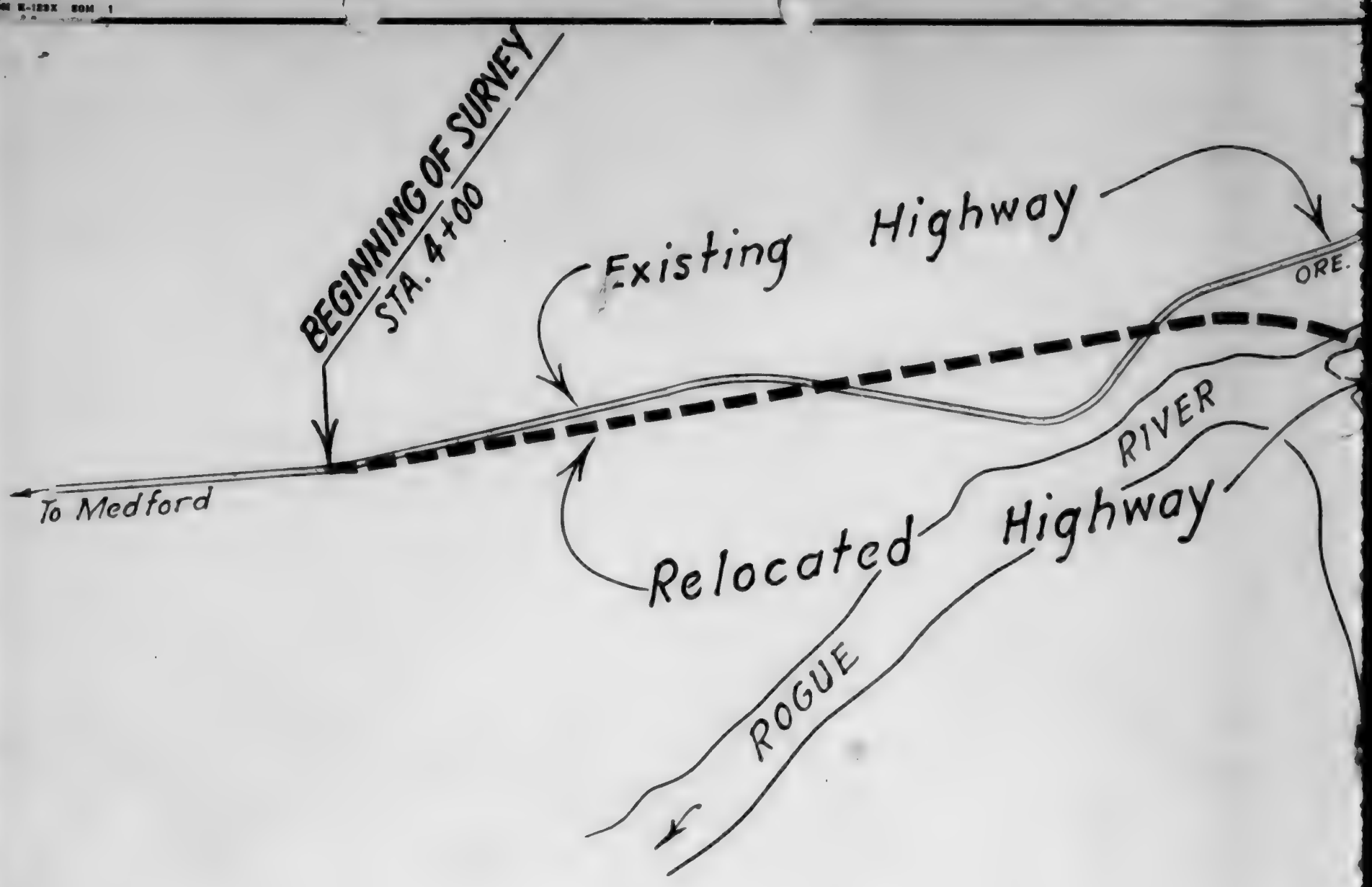
The matter will be on the agenda for your consideration at the meeting May 6-7.

Very truly yours,

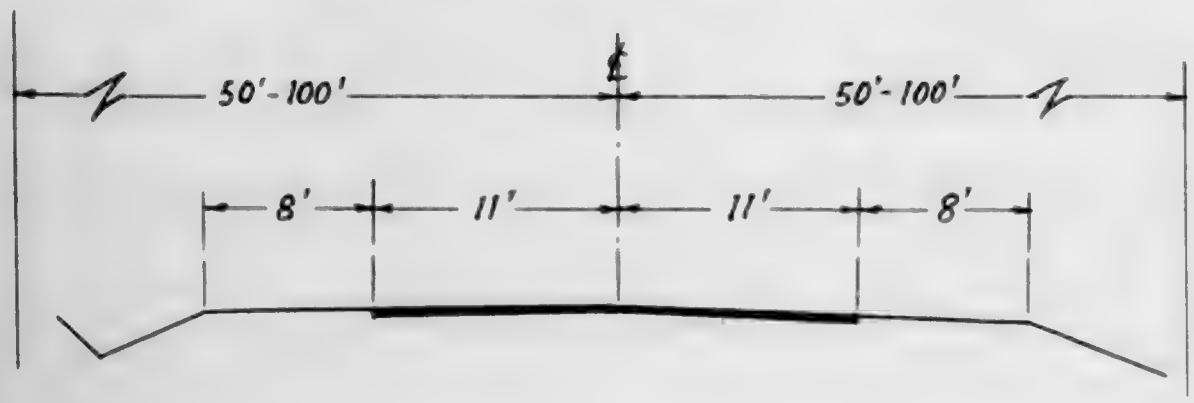
W. C. Williams
State Highway Engineer

Attach.
cc Mr. Tom Edwards
Mr. R. L. Porter

FC:me hi



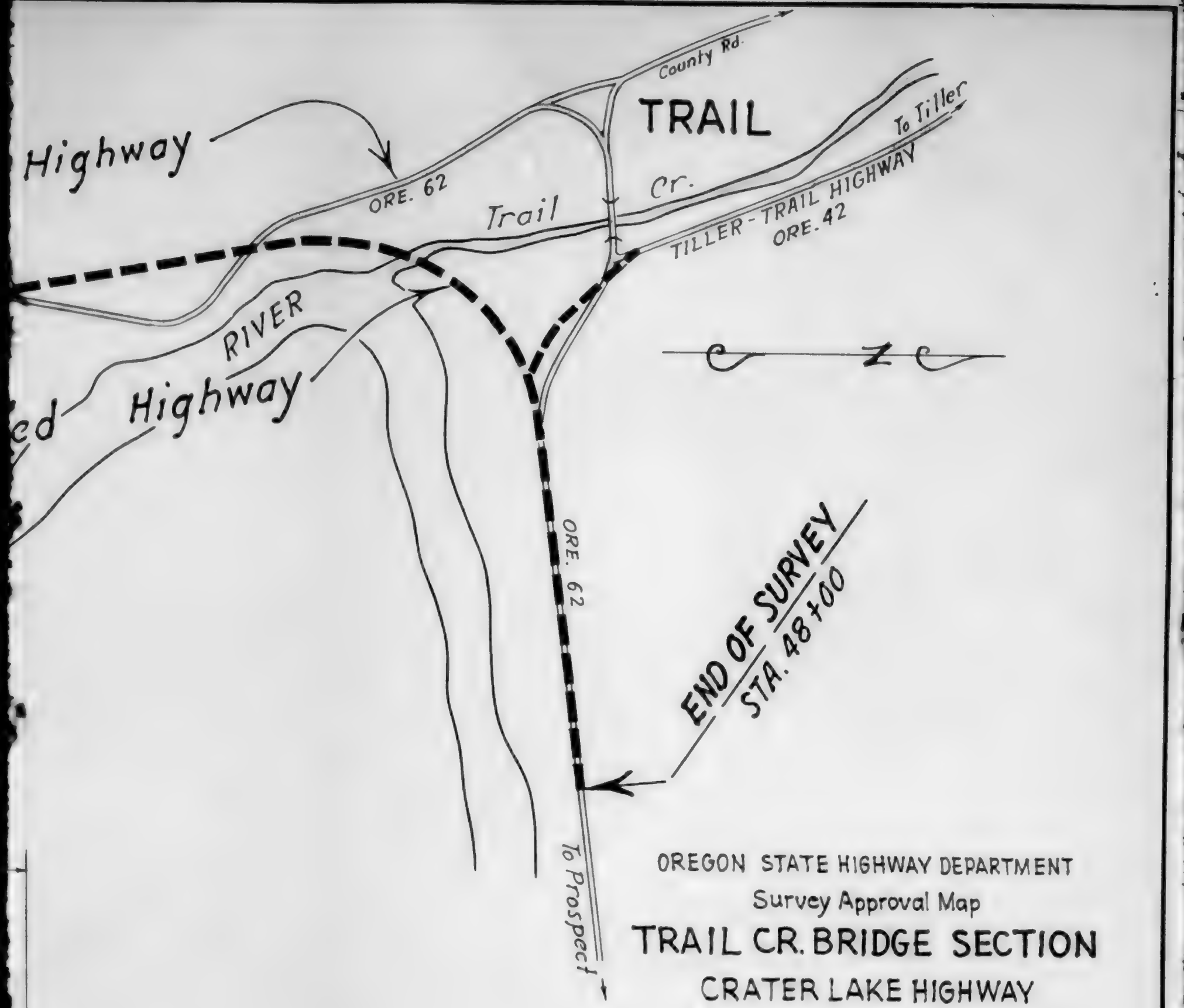
TYPICAL SECTION



DEPUTY

Date

IR-5-1130



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

TRAIL CR. BRIDGE SECTION

CRATER LAKE HIGHWAY

JACKSON COUNTY

Scale: 1" = 400' March, 1958

DRG. NO. IR-5-1130

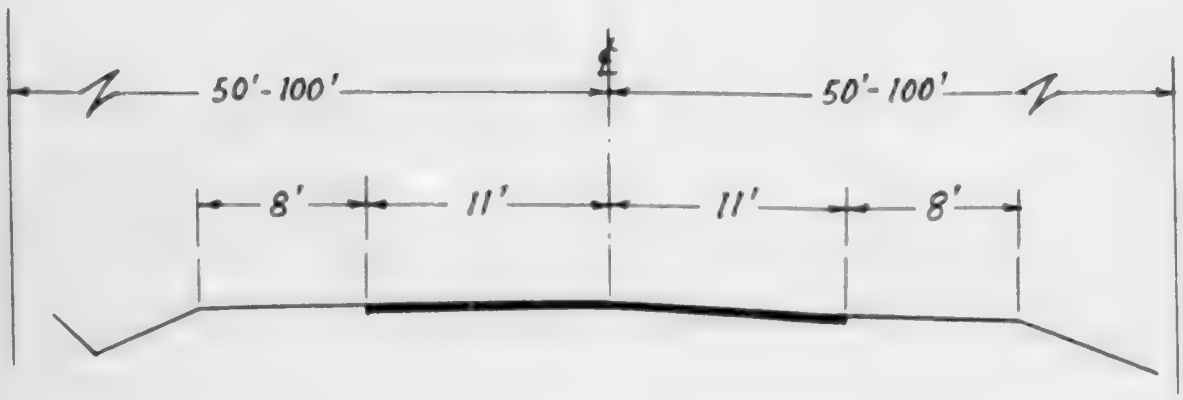
For details see Drg. No. 88-6-29, Aug., 1957

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date Sept. 7, 1958

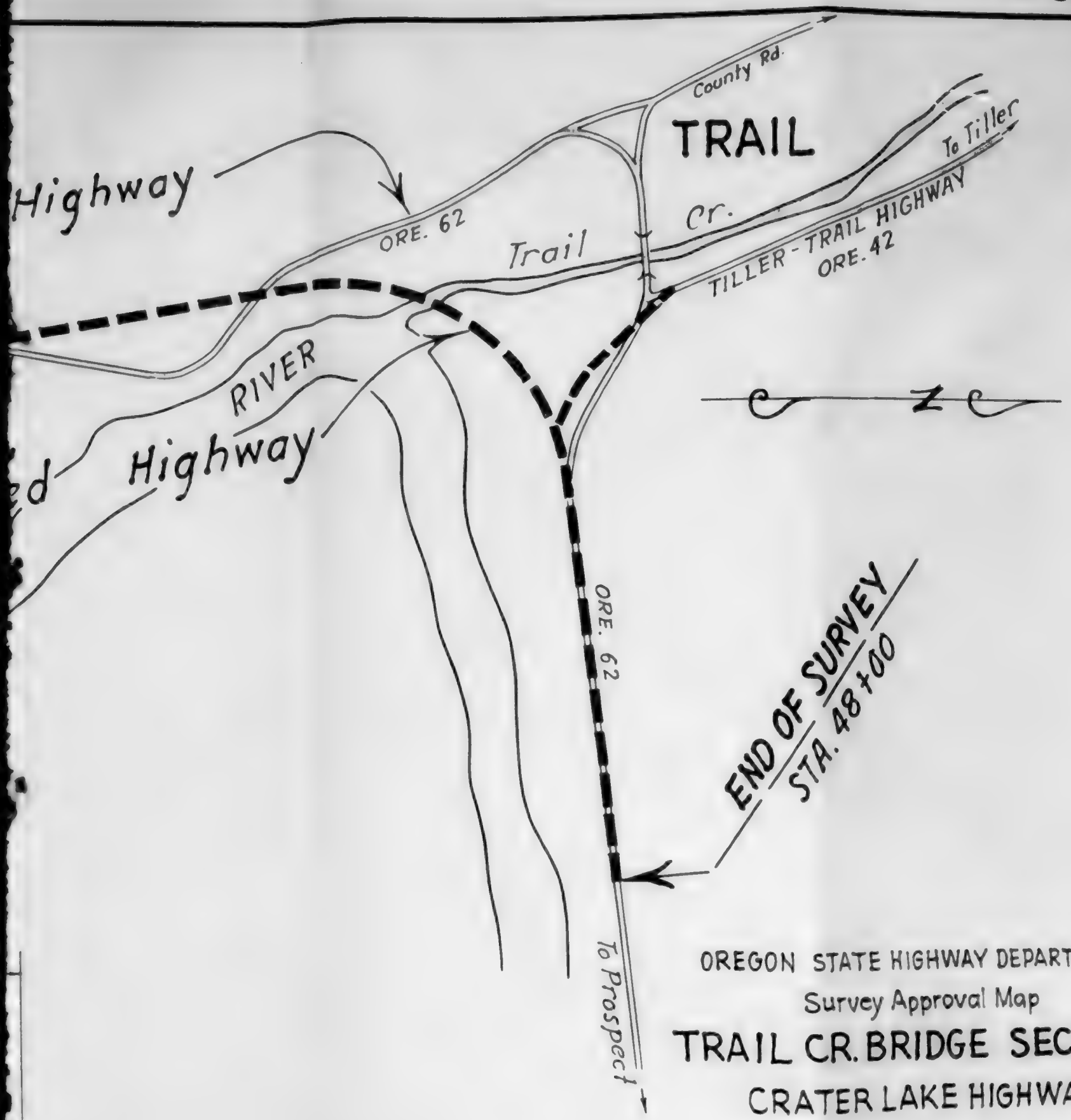
TYPICAL SECTION



DEPUTY

Date...

IR-5-1130



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

TRAIL CR. BRIDGE SECTION

CRATER LAKE HIGHWAY

JACKSON COUNTY

Scale: 1" = 400' March, 1958

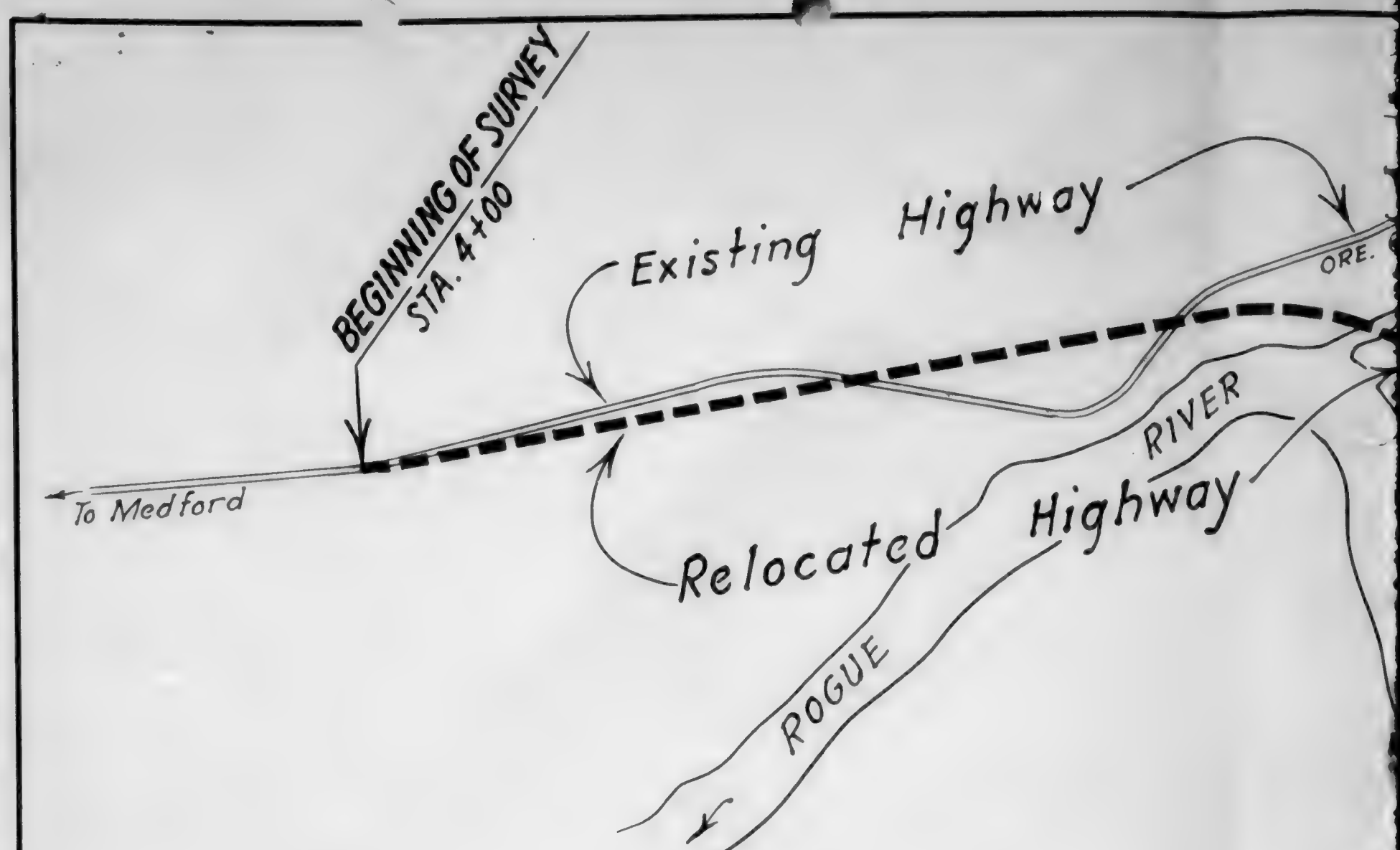
DRG. NO. IR-5-1130

APPROVED

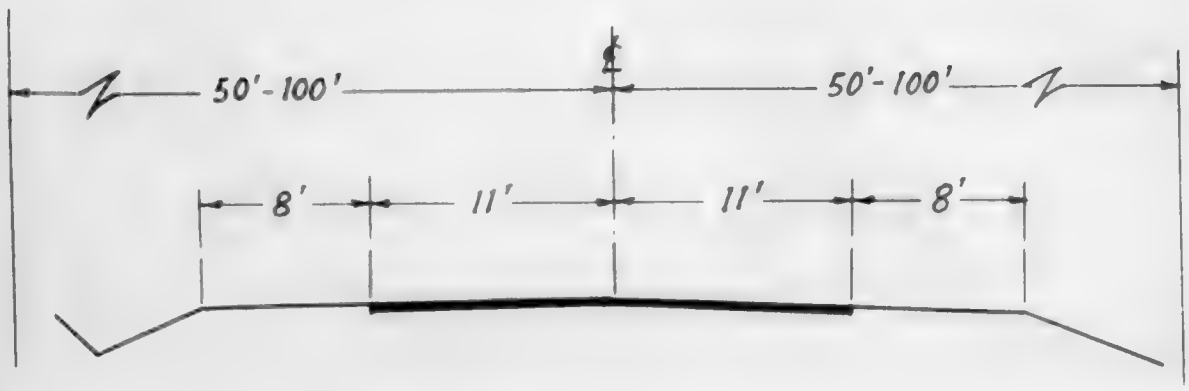
DEPUTY STATE HIGHWAY ENGINEER

Date.....

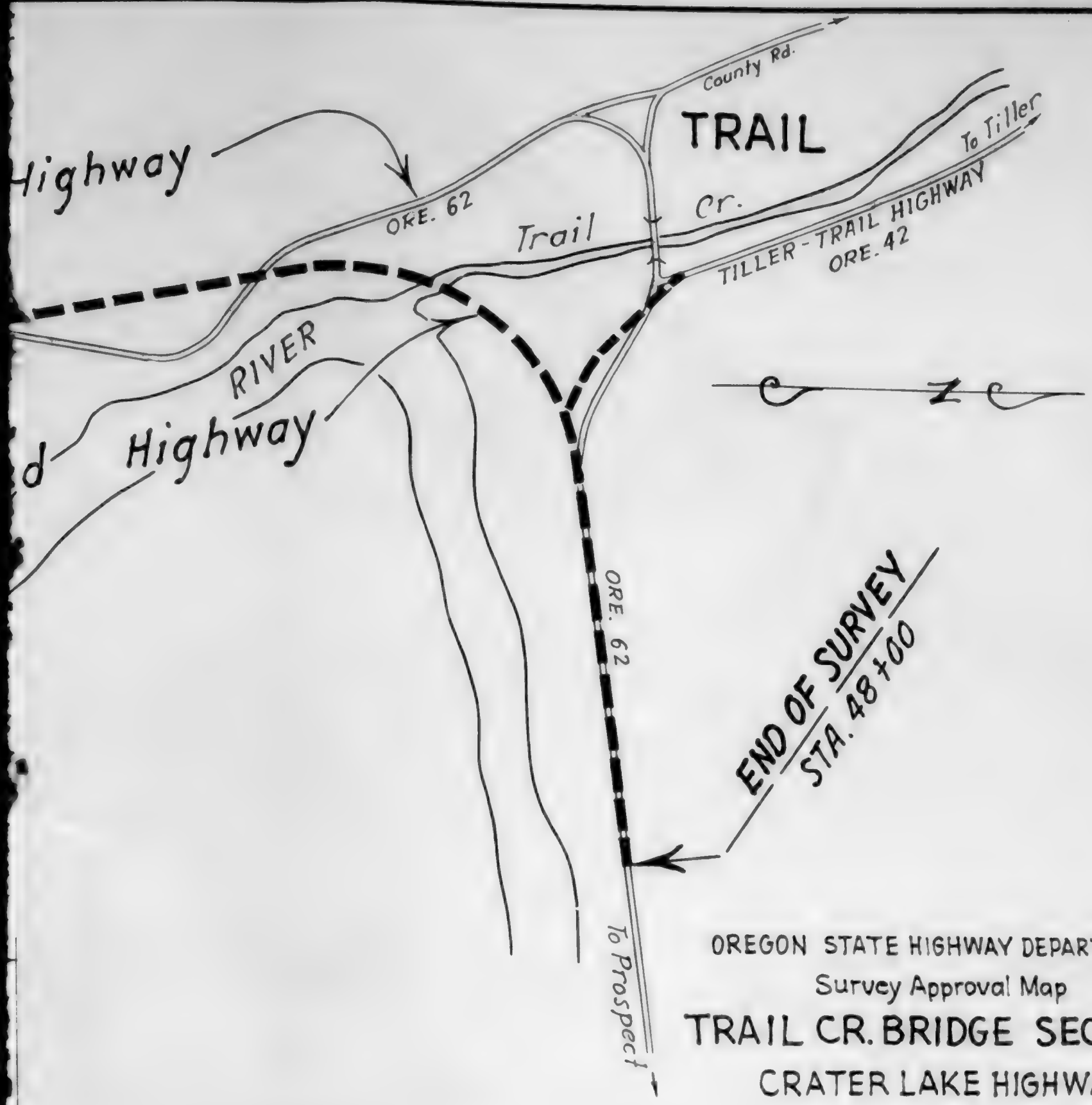
For details see Drg. No. 88-6-29, Aug., 1957



TYPICAL SECTION



IR-5-1130



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

TRAIL CR. BRIDGE SECTION

CRATER LAKE HIGHWAY

JACKSON COUNTY

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date.....

Scale: 1" = 400' March, 1958

DRG. NO. IR-5-1130

For details see Drg. No. 88-6-29, Aug., 1957

FORM E-9CX—50M—11-56—80228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1958

SUBJECT: Trail Creek Bridge Section
Crater Lake Highway

To: Mr. Tom Edwards

No item for seeding and mulching was included in the Engineer's estimate on the subject job.

It is recommended that $1,000 be included in the estimate for seeding, mulching and fertilizing based on the following quantities, computed from the cross-sections:

4 acres Mulching @ $175/acre	$ 700
4 acres Seeding @ $50/acre	200
4 acres Refertilizing @ $25/acre	100
	$1000.

Please return the attached computations.

Mark H. Astrup
Landscape Engineer

MHA vjl
Enclosure

cc Mr. Forrest Cooper ✓

RECEIVED
APR 2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1958

accepted 5-2-39

SUBJECT: Survey Approval Map
Trail Creek Bridge Section
Crater Lake Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I am attaching eight prints of the above survey approval map for submission to the Commission.

Hearings have been held on this revision.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:fp

Attachments

RECEIVED
MAR 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

S-364(3) Airport-Alberta St. Sec., 1958
82nd Ave. & Cascade Hwy.
#5240 Folder #1

RECEIVED
FOR FILING
08:35

April 28, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Right-of-way Project Agreement, Oregon
Project US-364(1), Airport-Alberta St.
Section.

Dear Sir:

A review of the right-of-way plans indicates a connector street is to be built between N. E. Sumner St. and N. E. Webster St. necessiating the purchase of parcels 27641, 27341 and 26394. Have you considered the possibility of building a cul-de-sac at the severed end of Sumner Street and e liminating the connector street? The residents on Sumner Street might prefer a cul-de-sac as it would be a distinct advantage from a safety standpoint for children. In addition it appears that approximately $15,000 could be saved in right-of-way costs. The only disadvantage would be that the residents would have to drive two or three blocks farther to reach N. E. 82nd Street.

We would appreciate your comments and suggestions and will withhold action on the project agreement pending receipt of your answer.

Very truly yours,

C. C. Polk
Division Engineer

By:
E. H. Cowan
Acting Division Engineer

RECEIVED
APR 28 1958
FOR FILING

742

April 25, 1958

Mr. Joe Wagner, Superintendent
Parkrose Water District
10424 N. E. Fremont Street
Portland 20, Oregon

Dear Sir:

In response to previous correspondence concerning the necessary revisions of the Parkrose Water District's facilities, due to the construction of the Alberta Street-Airport Road Section of the Cascade Highway, we asked for a financial statement of the District, which you have supplied. This indicates a surplus of $127,125.66 at the end of the current year. It is true that your Board has authorized the construction of betterment projects approximating this amount in the year 1959.

Your facilities, however, have been and will continue to be placed on public property at great financial benefit to your water district. They are placed under the terms of laws and permits which require of the owner the revision of such facilities at such times that the public jurisdiction might require their revision to permit construction of needed betterment facilities.

As stated in previous correspondence, the Department has assumed some costs for revisions when the water district or owner was poverty stricken and unable to meet their just obligations. In this particular case, no sound interpretation of your financial statement would indicate your inability to cover the minor expense involved and we must, therefore, ask that you make these revisions at the expense of the District in order that both the District and the Highway Commission comply with the terms of the laws and permits under which we operate.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

TE:ar fn

RECEIVED
APR 23 1958
FOR FILING

Salem, Oregon
April 24, 1958

Mr. Leonard I. Lindas
O F F I C E

Cooperative Construction Agreement
Airport-Alberta Street Section
82nd Avenue and Cascade Highway
Multnomah County

The State Highway Commission plans to call for bids on the subject named project in the near future. Will you please have an agreement prepared covering the following points:

RECITALS: Standard paragraphs.

State shall prepare the plans, let and award all contracts, and supervise construction of the project.

Upon completion of the project, State shall maintain that portion of the N. E. Columbia Boulevard Interchange shown colored in green on the attached Exhibit "A" and the balance of the project within the urban area.

State shall acquire by purchase or otherwise all right-of-way inside the Portland urban area and also that portion of right-of-way outside the urban area that is shown colored in brown on the attached Exhibit "A."

County shall contribute towards the construction costs of the project with Federal-aid secondary funds available to the County in the amount required to construct that portion of the project outside the urban boundary excepting the interchange legs which are as shown colored in green to be constructed by State.

County shall at its sole cost acquire the necessary right-of-way outside the urban area except that portion to be acquired by State; however, at the County's request, State shall act for County in acquiring that portion of the F. A. P. Kosher property that lies outside the urban area. The County is to pay 37.5% of the total acquisition cost of the Kosher property, and in the event of condemnation proceedings, the County will pay 37.5% of the amount awarded by the Court, including any court costs and defense attorney fees included in the award.

State shall deed back to County all right-of-way acquired by the State for the widening of N. E. Columbia Boulevard lying outside of existing County-owned right-of-way easterly of Centerline Survey Station 12+76.35 and westerly of Centerline Survey Station 7+06.77 of said N. E. Columbia Boulevard.

Upon completion of the project, County shall assume maintenance of and jurisdiction over that portion of this project from the urban boundary to the north limits of the project excepting the legs of the interchange as shown colored in green which are to be maintained by State, and will also maintain that portion of N. E. Columbia Boulevard shown colored in orange on the attached Exhibit "A."

Please prepare six copies of the agreement in addition to any required by the Legal Division. Copies of Exhibit "A" will be furnished by County and City Relations Division when available.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm

cc: Tom Edwards
C. G. Svenson

RECEIVED
APR 21 1958

COMMISSIONERS
Kenneth N. Fridley, Member
Wasco
M. K. McIVER, Chairman
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

April 15, 1958

NOTED
W. C. WILLIAMS

Mr. Joe Wagner, Superintendent
Parkrose Water District
10424 N. E. Fremont Street
Portland 20, Oregon

Dear Sir:

Reply is made to your letter of April 3 concerning the cost of relocation of your water mains in the area of N. E. 82nd Avenue where the State and County contemplate construction of the Airport-Alberta Street connection.

We wish to direct your attention to the fact that the Water District in placing its lines on public property receives great advantage in construction costs in that they do not have to incur right-of-way charges. It is the feeling and policy of the Commission that service has been rendered to the Water District in that regard and that the cost of revision of water facilities is not a true roaduser charge. For these reasons, it asks that revisions be made by the water districts.

We attach hereto prints showing revised plans as of this date indicating very minor costs which will accrue to the District due to the construction of this facility. They consist of removal of one fire hydrant and the cutting and capping of an eight-inch main and replacing it on the structure when completed. Please advise if it is within the financial means of your District to take care of these charges.

Very truly yours,

W. C. Williams
State Highway Engineer

By
Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

Match Line 'B'

40' 40'

15

10'

10'

R/W Line

16' 16' 4'

PRELIMINARY COPY
SUBJECT TO CHANGE

Note:
Water line to be disconn. during Const. and re-conn. to structure.
(By Others)

11+20
Const Rd. Appr. Rt.
Inst. 24" pipe - 30
Dr. Exc. 2 C.Y.

L N 96+58.33 P.R.C.

'B'

'B' Match Line

10

40' 70'

14'
11'

Ex. Water Main Permit #3941

8" C.I. W

10" Gas Main

R/W Line

N.E. KILLINGSWORTH AVE.

N 88°37'27" W

55' R.

4'

28' 28'

16

16

40'

187.5

24'

KILLINGSWORTH INTERCHANGE

See Sheets 11, 12 & 13 for Profiles
See Drg. No. 2093 A- for Payt. Widening on Ramps.

PRELIMINARY COPY
SUBJECT TO CHANGE

"B" 111+24.41 = EQU.
"K" 7+00.01

Inst. 12" Pipe-36' Dr. Exc. 2 C.Y.

"L" 100+00.00 Δ
0°46'40" Rt.
"L" 100+18.00 = EQU.
"K" 5+00.00

Const. R.C.D.G. structure-175' Roadway Width-62'

"L" 103+93.07 P.O.T. =
EQU. "B" 103+93.07 P.C. 28.20' Lt.

"B" 107+29.41 P.T.

"B" Line

N. 2°12'03" E.

Taper S

R/W Line

B

10'
70'
95'
24'
150'
4'
28'
28'
40' R.
4'
110'
175'
12'
4'
12'
16'
55' R.
16'
24'
100' R.
170' R.
Δ = 33°23
L = 99.05
170' R.
Δ = 33°23
L = 99.0

T. 1 N., R. 2 E., W. M.
Section 21

Topsoil
Stockpile Site

R/W Line

"B" 106+30.36 P.C.C.

Taper Section

70' R.C.
Δ=33°23'03"
L=99.05'

70' R.C.
Δ=113°13'54"
L=138.34'

9'

12'

105

6+39.35 P.S.C.

"L" 106+68.65 P.C.S.

R/W Line

N. E. SUMNER ST.

℄ 6" C.I. Water Main

10'

10'

10'

0+00

Insta

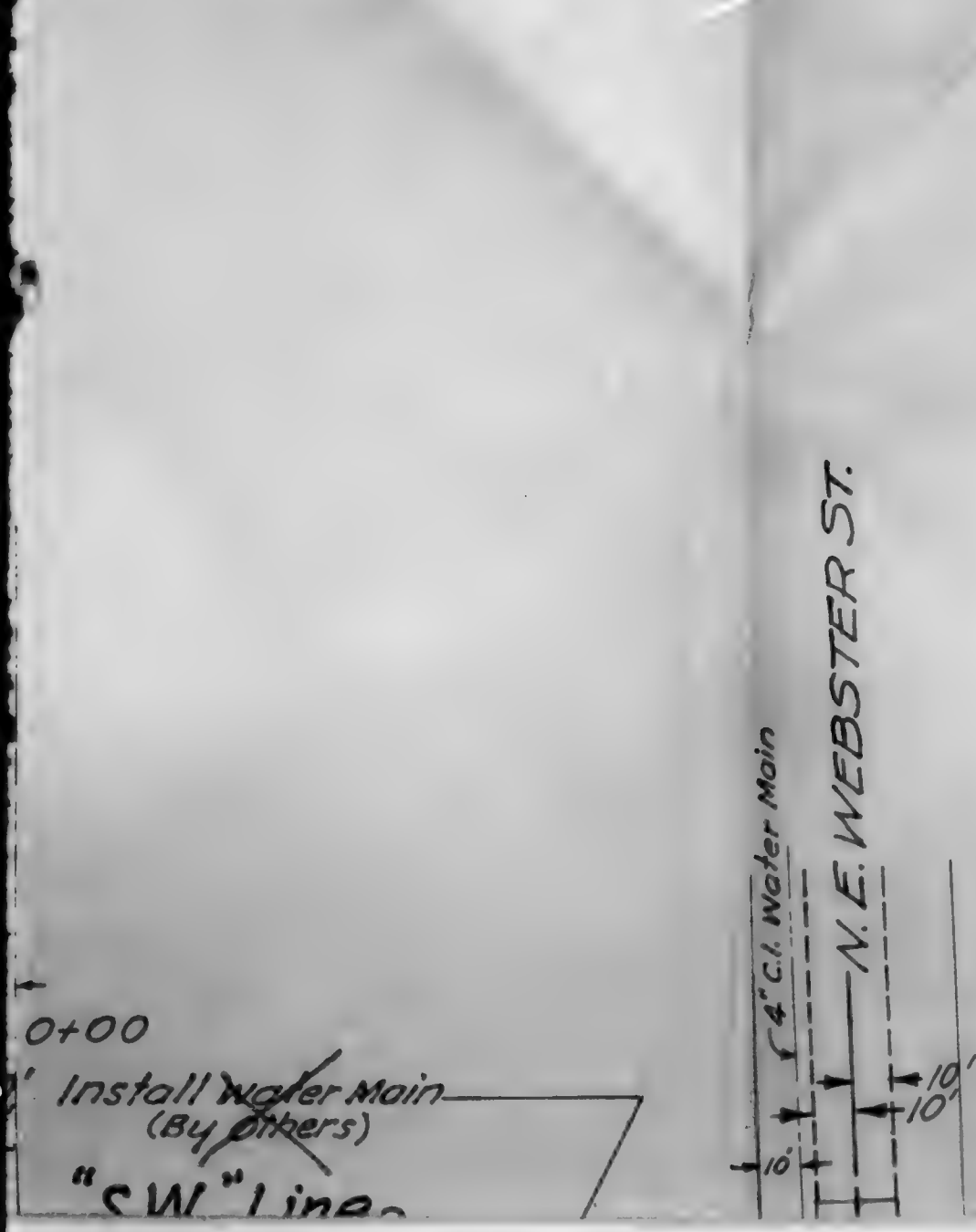
"S

AIRPORT-ALBERTA ST. SEC.
82nd AVE. & CASCADE HWY.
MULTNOMAH COUNTY

SHEET No. 10

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-364(3) US-364(2)		See Index

PRELIMINARY COPY
SUBJECT TO CHANGE

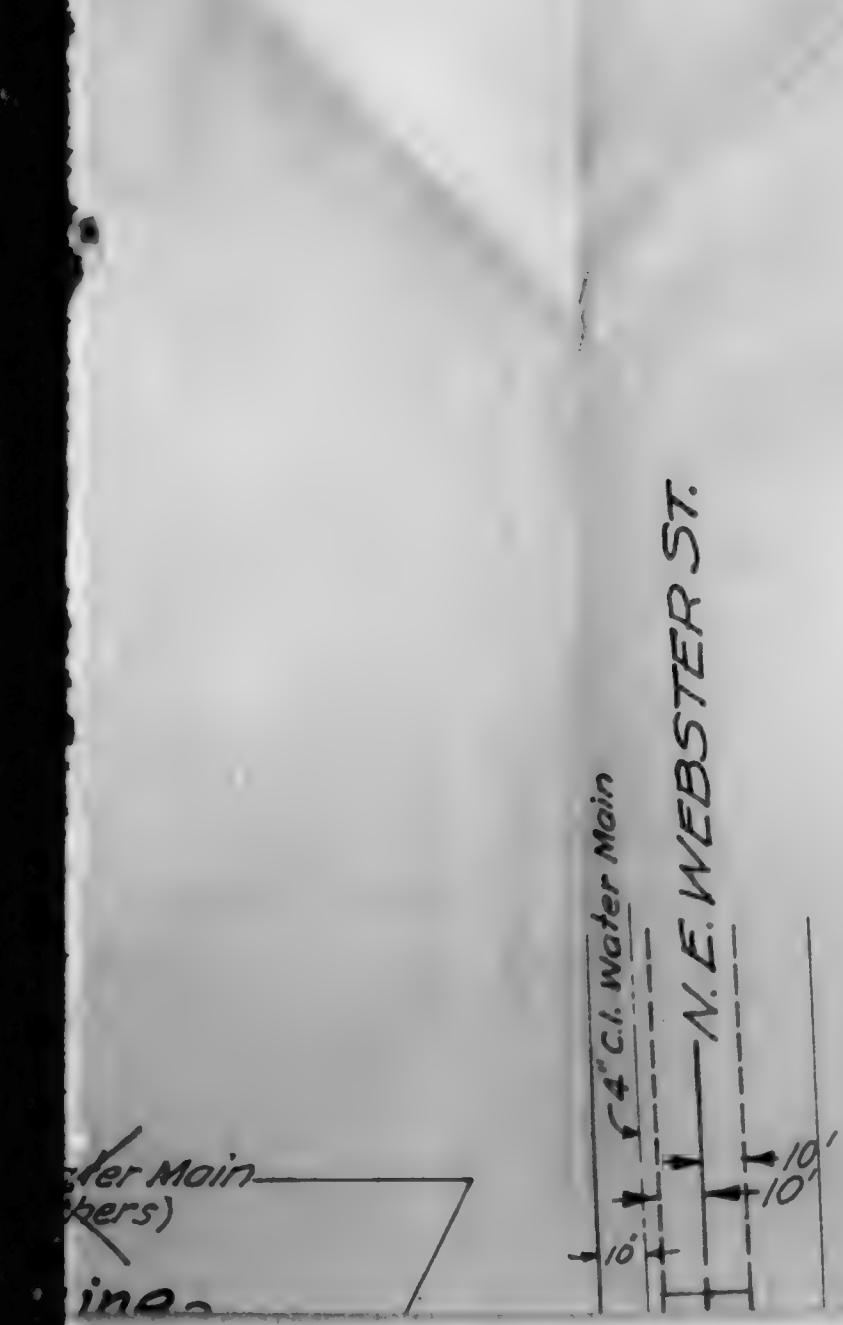


AIRPORT-ALBERTA ST. SEC.
82nd AVE. & CASCADE HWY.
MULTNOMAH COUNTY

SHEET No. 10

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-364(3) US-364(2)		See Index

PRELIMINARY COPY
SUBJECT TO CHANGE



CONST. TYPE C CURB

L^N S. 1°25'29" W.

L^S

24'

24'

24'

100'

95'

10'

CUT & CAP 8" MAIN DURING CONSTRUCTION. REPLACE ON STRUCTURE.

125'

L^S 96+58.33 P.R.C.

L^N & L^S
0°24' Rev. C.
Δ = 0°56'00"
Ts = 116.67
L = 233.33

L^N & L^S 98+91.66 P.T. =
"L" 98+91.65 P.O.T.

(By Others)
Remove Traffic Lights
R/W Line

24'

28'

Match Line 'C'

C'

17 16 21 20

12'

16'

8'

2'

16'

24'

R/W Line

R/W Line

Service "A" Station
82nd 100+94.00 P.O.T. =
100+00 P.O.T.

10'

10'

10'

10'

40'

40'

40'

40'

C'

(See Sheet 3)
Const. Median Barrier — S. 2°12'03" W.

12'

28.2'

8'

12'

See Drg. 20

Const. Asph. Conc. Pave.

Const. Type "C" Curb

"L" 105 + 19.35

"A" Line

"A" 105 +

"L" 105 +

EQU. "A" 108 +

82nd 105 + 6

24'

4'

Abandon

55' R.

24" Conc. P. (in place)

24'

(By Others)
Remove Traffic Lights

Remove Curb

18'

18'2"

12'

N. E. 82ND AVE.

R/W Line

Const. Type "C" Curb

Const 1 Catch Inlet.
Inst. 8" C.S.P. - 6
Remove 3 Catch Inlets.

Const. Type A-1 Driveways
N.E. 82nd Sta. 101+20 -35'
Killingwth. Sta. 1+33 -35'
Sta. 1+85 -30'

24'

E/W Line

60' E.

Service Station

Asph. Conc.

Inn

Gar.

End Curb 0+60

0+58 Extend 12" Pipe - 9' Rt.
Dr. Exc. 1 C.Y.

40'

'C' Match Line

Drg. 20

B 104+92.02 P.C.C.

105

16'

10'+24'+

8'

6'

12'

"L" 16

"A" 106+73.5

60' R.

1+00

R/W Lin

Const. Asph.C

160' R.C.
Δ 37°26'21"

+ 19.35 P.S.

"A" 105+69.35 P.C. =
"L" 105+69.35 P.O.S. 16.20' Rt.

70' R.C.
Δ 105°07'18"

13'

13'

22'

3'R

10'

6

16

16

"L" 107+8

GRADE P

S 38°12'03

16' 90°CP

"A" 108+99.90 P.T.
105+65.96 P.O.T. 12' Lt.

160' R.C.
Δ 34°56'21"

Taper

3'R

const. Type 'C' Curb

Abandon

16'

Remove

Catch Inlet

Const Catch Inlet
Inst. 8" C.S.P. - 63'
Dr. Exc. 12 C.Y.

105

12'

AVE.

Const. Raised Asph. Conc. Traffic Markers

"L"
24° C.R.
Δ 36°00'
L 138.25

120' Sp.
S 14° 24'
a 20

"A" 100+02.33 P.C.C.

W Line

40'

2

10'

55' R.

3

Asph. Conc. Pavt.

10'

55' R.

10'

07+88.65 P.T.

GRADE AT THIS POINT IS APPROXIMATELY PRESENT GROUND LEVEL

EXISTING FIRE HYDRANT RELOCATE

10'

°12'03" W

Remove Curb

Const. Type "C" Curb

Super Market

24

15' R.

25' R.

Inlet

110

6" Main Permit #2567

19'

40'

S. 2°12'03" E.

24'

82'

40'

16'

Exist. Curb

R/W Line

EQU. 2" 110+00.83 P.O.T. = 82 Fd 109+39.15 P.O.T.

RECEIVED
APR 25 1958
FOR FILING

Cross Referenced To:
Court
[illegible]

FORM ESO—SOM—2-57—1476

1-3(4)(3)
W1-3(4)(3)
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem
April 22, 1958

SUBJECT: Survey Resolution,
Portland International Airport-
N. E. Alberta Street Section
Airport Road and Cascade Highways

To: Mr. H. B. Glaisyer
Secretary

OFFICE

(4.1-1

As agenda item 4-~~1~~-1, the Highway Commission, on May 16, 1957, adopted a survey as indicated on the attached map. In attempting to prepare a survey resolution for this agenda item, for your files, it became necessary to break the survey down into two resolutions for the reason that the Cascade Highway is a state highway and Airport Road, as of this date, is merely a public way, since it has never been adopted as a state highway, nor by the county as a county road.

I am, therefore, returning your file along with three copies of each resolution. I assume that you can obtain from Construction additional survey maps to attach to the resolutions. I have additional copies of these resolutions in the event that you should need them.

Frank C. McKinney
FRANK C. McKINNEY
Staff Attorney

FCMcK:ma

enc.

cc L. I. Lindas
R. L. Porter

[illegible]

RECEIVED
APR 14 1958
FOR FILING
FORM E30-X—12½M—6-58—69209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem
April 12, 1958

SUBJECT: Air Port Road-N.E. Alberta Street Section, Air Port Road and Cascade Secondary Highway

TO: Mr. L. I. Lindas
Chief Counsel
Office

According to the schedule of contract lettings, a contract for the grading, paving and structures on the above mentioned section is to be awarded by the Commission at the May 8 and 9 meeting. Due to this fact, I thought it advisable to inform you of some matters involved in this project which, as of this date, have not been completed and which the Commission should be advised of before the contract is awarded.

In May of 1957, the Commission adopted a survey which would relocate in part and extend the Cascade Secondary Highway from N.E. Alberta Street in Portland to the urban boundary of Portland, being Highway Engineer's center line Station 87+04.07. It is my understanding that this relocation in part and extension of the Cascade Secondary Highway is to be constructed as a State-Federal Secondary project. At the same time the Commission adopted a survey of a public way, known as Air Port Road, which is to eventually become a county road, from the above mentioned center line station to a connection with N.E. 82nd Avenue at Highway Engineer's center line Station 24+00.31. This public way is to be constructed as a County-Federal Aid Secondary project. I have been informed that the plan is to award one contract for the entire project, since, with respect to the Cascade Secondary Highway, there will be excess materials available which can be used as fill material for the public way, known as Air Port Road. With respect to the State's procedure, the Commission has adopted a resolution properly extending the Cascade Secondary Highway and has likewise adopted survey resolutions covering the survey of the Cascade Secondary Highway, as well as a survey of the public way known as Air Port Road. The following things, however, to the best of my knowledge, have not been done:

1. No formal agreement has been entered into with Multnomah County with respect to the purchase of right of way, nor for the allocation of costs which will be involved in the construction. I believe that generally, in the past, we have had such an agreement before the contract is let.

2. The County has not yet adopted a survey for the project, or declared, of record, that they will take over Air Port Road once it is constructed.

While the fact that the County has not adopted a survey, or declared Air Port Road to be a county road, will not disrupt our condemning lands for the Air Port Road as a public way, since it is neither a state highway nor a county road, yet, it would appear to me that until the County does adopt such a survey, and make it a county road, it may be difficult to obtain federal funds for the County's part of the project. In other words, how can the County obtain federal aid for the construction of a new county road until the County has established the fact that it has formally adopted a survey for a county road and intends to build the same.

We also have a rather serious matter with respect to access control on that portion of the project which is to be the county road. I have been informed that this entire project is to be constructed as a completely access controlled highway. As you know, ORS 374.405 provides that no rights of access accrue to any State highway constructed after May 12, 1951, but the public way we are to construct as Air Port Road is not a state highway and, therefore, this statute does not apply. With respect to access rights on County roads, ORS 374.420 provides that no rights of access in or to a county road exist on new construction after May 12, 1951, but this applies only in counties having a population in excess of 125,000 and not over 300,000, according to the last census. Multnomah County, of course, has a population in excess of 300,000. In view of this statute, it would appear that Multnomah County could not construct Air Port Road without granting property owners reasonable access. Hence, the question arises of whether or not, in view of the above statute, the State can construct a public way in a county which said public way is neither a state highway nor a county road, and avoid the claim of access rights from abutting property owners. We can, of course, by negotiations purchase the necessary property without granting access, but if we are forced into condemnation, a property owner may well be able to introduce evidence that he has a common law right for access to such a public way when it is constructed.

The Commission has approved condemnation resolutions for the property we need for the extension and relocation in part of the Cascade Secondary Highway and also for a large portion of the public way known as Air Port Road. The County-City Relations Section has informed me that originally the County was to acquire all of the right of way needed for the county road, but that one property owner owned property that would be needed for the extension of Cascade Secondary Highway as well as the county road, and, therefore, in order to avoid having two agents attempting to acquire property from the same individual, or condemning separately for each piece, that it was somewhat tacitly agreed that the State would handle the whole matter with the said property owner. This, of course, should be covered by

some written agreement with the County as to how the costs should be split on this acquisition, because, if it should go to condemnation, there would be no way in the world that we could determine from the verdict how much was allowed by the jury for the property to be used for the county road and how much for the extension of the Cascade Secondary Highway.

I believe, therefore, that before the Commission awards any contract on the scheduled date, that these matters should be seriously considered and determined.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:ma

RECEIVED
APR 14 1958
FOR FILING

FORM 830—SOH—8-57—1478

Const
RW
Cascade Sec.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1958

SUBJECT: Air Port Road-N.E. Alberta St. Section, Air Port Road and Cascade Secondary Highway

To: Forrest Cooper
Deputy State Highway Engineer

O F F I C E

L

There is attached hereto a copy of a report from Mr. Frank McKinney of our staff concerning problems that, in his opinion, will arise in the matter of the construction of the above section of the Air Port Road and Cascade Secondary Highway.

Mr. McKinney's views concerning the problems that will arise in the matter of access restrictions certainly appear to be valid and do concern a matter that should be brought to your attention for such action as may be necessary in order to straighten out the same.

This, to me, is the main problem, and the other matters mentioned by him I think may be worked out without much difficulty.

If there is anything we can do to assist in this matter, do not hesitate to call upon us.

L. I. LINDAS
Chief Counsel

LIL:br
Attachment

NOTED

RECEIVED
APR 14 1958
FOR FILING

S-364(2)
HS-364(2)
5240

Cross Referenced To:

April 11, 1958

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
Post Office Box 4099
Portland 8, Oregon

Dear Mr. Winn:

In reply to your letter of April 3, 1958, I wish to advise that it is our intention to call for bids for construction of the 82nd Avenue extension northerly from Killingsworth at our May 8-9 meeting if all details and railroad agreements can be arranged for in time for advertisement prior to letting.

This has been a particularly difficult job to get programmed, due, among other things, to the necessity of securing an agreement with the Union Pacific Railroad Company. There have been other delays also. Due to the nature of the project, it will be impossible to have it completed and ready for traffic by August 1; therefore, it would appear that it will be necessary to use alternate routes until such time as the project can be completed. We shall do all that is possible to expedite this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

FC:me fn

COMMISSIONERS
DENNIS J. LINDSAY, PRESIDENT
LEE E. CALDWELL, VICE-PRESIDENT
THOMAS M. CAMPBELL, SECRETARY
L. S. WHITE, TREASURER
CAPT. RALPH F. CAPLES
L. H. HOFFMAN
LUKE L. ROBERTS
FRANK M. WARREN, JR.
W. L. WILLIAMS

The Port of Portland

P.O. Box 4099 • Portland 8, Oregon
Swan Island

GENERAL MANAGER, JOHN J. WINN, JR.
ASST. GEN. MGR. - AVIATION, R. A. MILLS
MARINE SUPT., D. M. CHARLESON, JR.
COMPTROLLER, E. W. BAUER
DIR. OF INFORMATION, ERNEST HAYCOX, JR.

April 3, 1958

REFERRED TO
Coop

Mr. W. C. Williams
Oregon State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

We understand from telephone discussions between our Engineering Department and your Portland office that you tentatively plan to call for bids for construction of the highway extension of 82nd Avenue north from Killingsworth Street to Portland International Airport so they can be considered by your Commission at their May 8 and 9 meeting.

We want to let you know that we have scheduled the opening of the new terminal building for August 1, 1958, and the construction of a new runway which will require closing 82nd Avenue north of the new airport entrance, is scheduled to begin in July, 1958. After that time, the only convenient access from Portland to the new terminal area will be via Cully Boulevard, Alderwood Road and 82nd Avenue north from Lombard. This will be the situation until the planned highway extension of 82nd Avenue is completed.

Although we are informed that your planning for this construction does not anticipate any interruption of traffic from Portland to the new airport entrance on 82nd Avenue, I am sure you understand our urge to emphasize this situation to you.

Very truly yours,

THE PORT OF PORTLAND

JOHN J. WINN, JR.
General Manager

FWY:jw

Extra Copy of this to Dist. Engineer 4-7-58

RECEIVED

RECEIVED
APR 21 1958
FOR FILING

FORM E30 [illegible]
§ 324(3) [illegible]
HB 3460 3
5240

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
MAR 27 1958
2-j

Salem, Oregon
March 26, 1958

SUBJECT:

To: Mr. H. B. Glaisyer

Office

L

Transmitted herewith are original and copy of resolution extending Cascade Secondary Highway from its present terminus northerly to connection with Airport Road, which are to be presented to the Commission at the March 27-28 meeting. I have already given you this item for inclusion in the agenda.

G. E. Rohde By Hwk
G. E. ROHDE
Assistant Counsel

GER:PW

Enc.

(Add'l Connection (attached)
(Cascade Secondary Highway
Extension (Airport Rd.)

NOTED
H. B. GLAISYER

C-C-R.

W B Glaisyer

FORM E30-12½ M—6-58—68200

agenda 3/27

AGENDA
MAR 27 1958
2-j

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem
March 25, 1958

SUBJECT: Extension of Cascade Secondary Highway

To: Mr. G. E. Rohde
Assistant Counsel

Office

Please find attached hereto a proposed resolution extending the Cascade Secondary Highway from N. E. Killingsworth Street in Portland to its proposed intersection with Air Port Road.

This resolution should be adopted during the March 27th and 28th Commission meeting inasmuch as at that meeting the Commission will be adopting resolutions declaring certain properties necessary for the construction of this extension.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:mm

enc.

cc Mr. H. B. Glaisyer w/resolution
Mr. Forrest Cooper "
Mr. F. B. Crandall "

Resolution attached

NOTED
H. B. GLAISYER

MAP

C. C. R.

Forrest Cooper

RECEIVED
S-364(3)
FORM 8504-11(Rev. 3-51) 1M
U.S. 364(2)
.524C

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem

March 25, 1958

SUBJECT: Extension of Cascade Secondary Highway

To: Mr. C. A. Woods
Assistant Counsel

Office

Please find attached hereto a proposed resolution extending the Cascade Secondary Highway from N. E. Killingsworth Street in Portland to its proposed intersection with Air Port Road.

This resolution should be adopted during the March 27th and 28th Commission meeting inasmuch as at that meeting the Commission will be adopting resolutions declaring certain properties necessary for the construction of this extension.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:mm

enc.

cc Mr. H. B. Glaisyer w/resolution
Mr. Forrest Cooper "
Mr. F. E. Crandall "

NOTED

RECEIVED
MAR 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FCMcK:ma
3-25-58

RESOLUTION

WHEREAS, ORS 366.220(1) authorizes the State Highway Commission to select, establish, designate and construct a system of state highways within the state; and

WHEREAS, the State Highway Commission has adopted a survey and will place under contract for construction a new section of highway which will extend from the intersection of N. E. Killingsworth Street and the Cascade Secondary State Highway No. 160 in the City of Portland, Multnomah County, and terminate at a point northerly of the said above mentioned intersection, at Highway Engineer's center line Survey Station 87+04.07, said point being further identified as an intersection and interchange between the said new road and a public way known as Air Port Road; and

WHEREAS, the present termination of the said Cascade Secondary State Highway No. 160 is located at its intersection with the said N.E. Killingsworth Street in the City of Portland; and

WHEREAS, it is the desire of the State Highway Commission to designate the above described new section of road as a part of the said Cascade Secondary State Highway No. 160;

NOW, THEREFORE, BE IT AND IT HEREBY IS unanimously resolved by this Commission as follows:

1. The State Highway Commission, pursuant to the authority vested in it by law, does hereby select, adopt, establish and designate the following described road as an extension and part of the Cascade Secondary State Highway No. 160, to wit:

> Beginning at the intersection of N. E. Killingsworth Street and the Cascade Secondary State Highway No. 160 in Multnomah County and the City of Portland, and extending thence from said intersection in a northerly direction to a terminus consisting of an intersection with a public way known as Air Port Road at Highway Engineer's center line Survey Station 87+04.07.

Attached hereto, marked Exhibit "A", and by this reference made a part hereof, is a print upon which is shown by dotted lines outlined in green, the above described portion of the said road, which is herein made an extension and part of the Cascade Secondary State Highway No. 160.

2. That said Cascade Secondary State Highway No. 160 as extended shall retain its present designation and classification as a State Secondary Highway.

3. That this resolution be entered in full in the minutes and records of the Commission this _____ day of _____, 1958 as Resolution No. _____.

T.1N. R.2 E.

BEGINNING OF SURVEY
Sta. 24+00.31

County Project

New Location

9 ST. 16

To Marine Drive

N.E. 82nd AVE.

8 N.E. LOMBARD 17

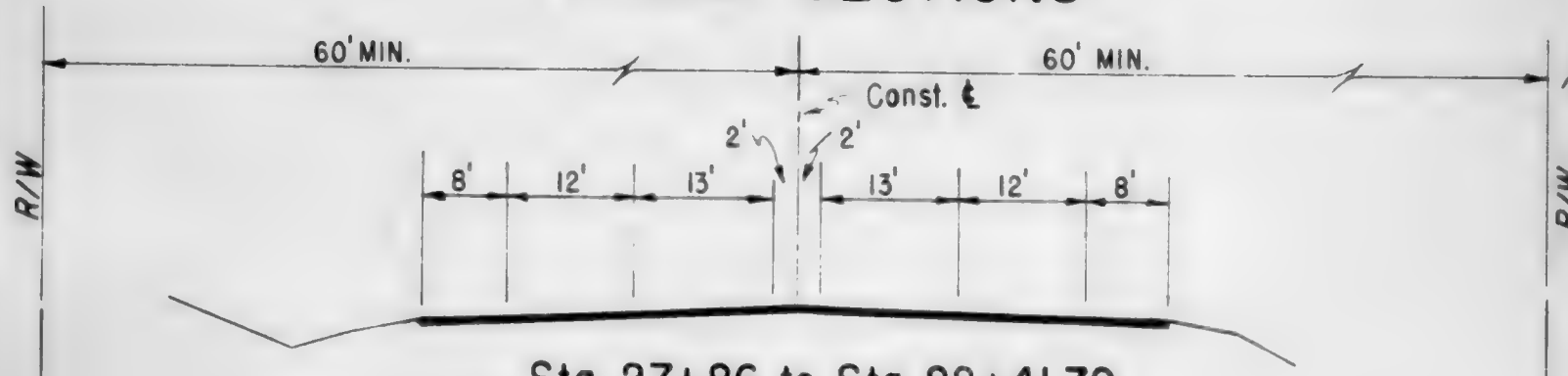
PORTLAND
INTERNATIONAL
AIRPORT

Existing Road

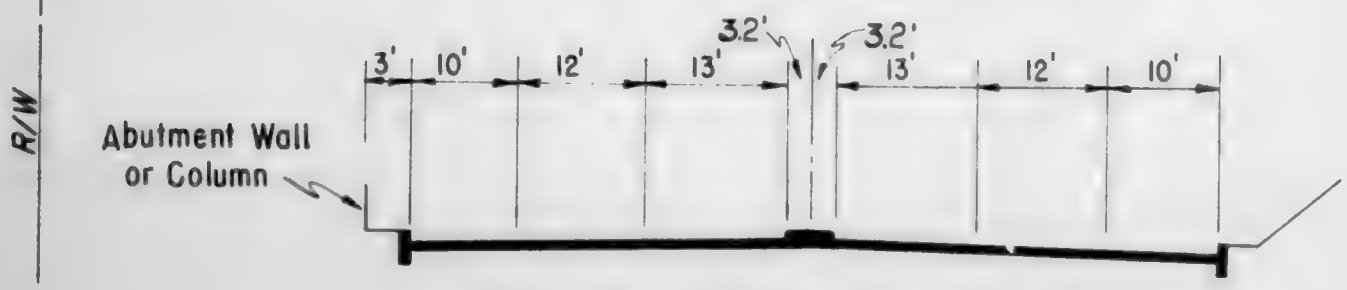
N.E. ALDERWOOD ROAD

Slough

TYPICAL SECTIONS



Sta. 27+86 to Sta. 82+41.79



Sta. 82+41.79 to Sta. 104+72

. R.2 E. W.M.

ect

State Project

END OF SURVEY

Sta. 112+15.06

US30 ByPass

Sta. 87+04.07

Boundary

Urban

Portland

600'

Slough

Slough

N.E. COLUMBIA BLVD.

U.P.R.R.

N.E. PORTLAND HIGHWAY

N.E. KILLINGSWORTH

16

20

21

ST.

N.E. SUMNER ST.

N.E. WEBSTER ST.

N.E. ALBERTA ST.

N.E. HUMBOLDT

WYGANT ST.

GOING PLACE

CASCADE

HIGH

EXHIBIT `A

OREGON STATE HIGHWAY DEPAR

Survey Approval Map

PORTLAND INTERNATIONAL AIRPORT-N.E

AIRPORT ROAD AND CASCADE

MULTNOMAH COUNTY

Scale: 1"=660' ± April

DRG. NO. IR-3-1146

For details see DRG. NO. 8B-5-3 Apri

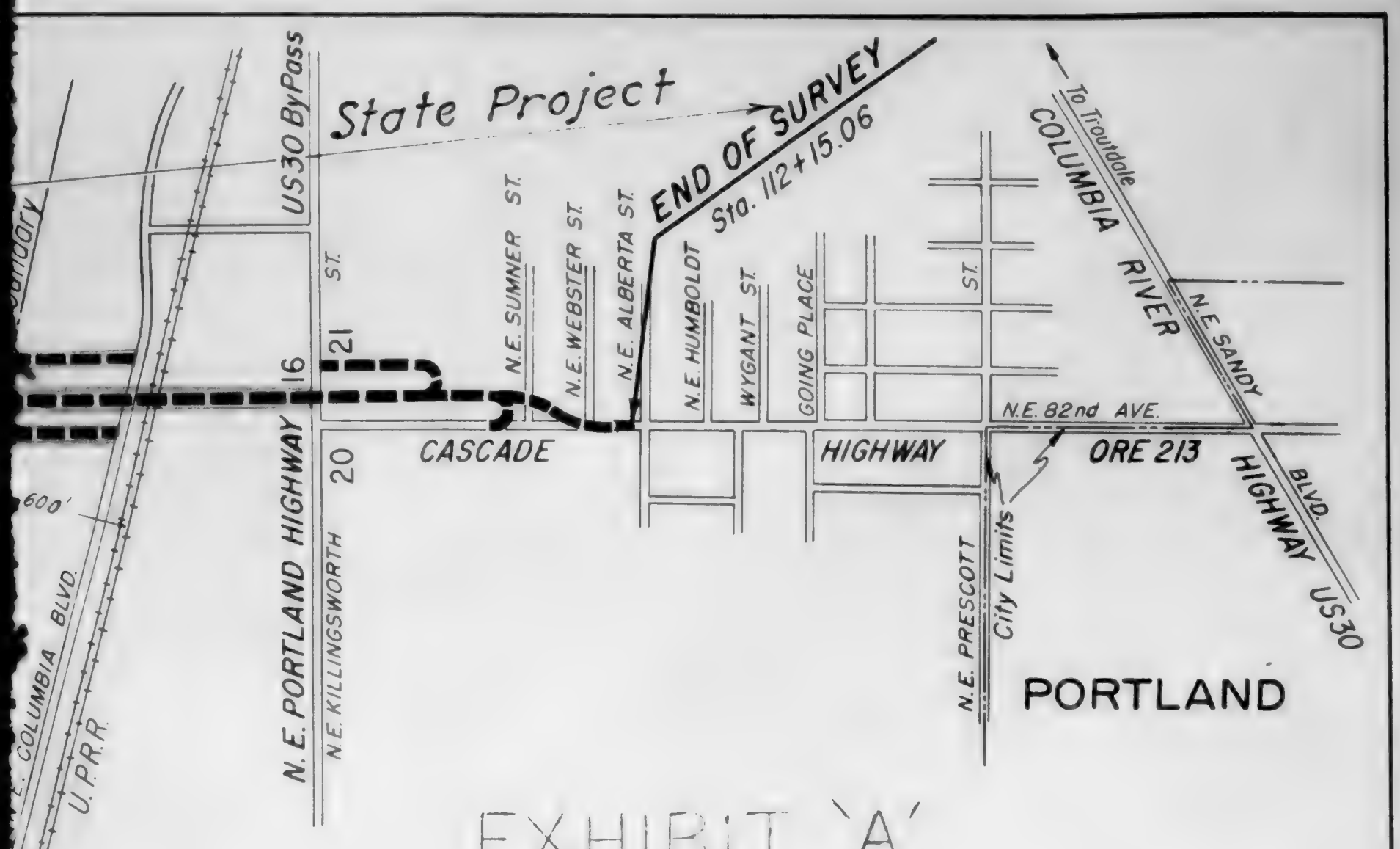


EXHIBIT 'A'

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA ST. SECTION

AIRPORT ROAD AND CASCADE HIGHWAY

MULTNOMAH COUNTY

Scale: 1"=660' ± April, 1957

DRG. NO. IR-3-1146

For details see DRG. NO. 8B-5-3 April, 1957

RECEIVED
FEB 21 1958
FOR FILING

Cross Referenced To:

February 20, 1958

Mr. R. E. Hoache, Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

I am attaching hereto a description showing the easement which we propose to grant to the Union Pacific Railroad Company so that the wing walls of the structure carrying your tracks over the proposed 82nd Avenue extension will not be on property which you do not control. This matter has been discussed with Mr. Baysinger and I am sure he is familiar with the problem.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. R. H. Brown
District Engineer
Union Pacific Railroad Company
Portland, Oregon

Mr. W. C. Williams

OREGON STATE HIGHWAY DEPARTMENT

26135
8B-5-3

DESCRIPTION OF METES AND BOUNDS

Purchase ( ) Lease ( ) Easement (X) R. R. Encroachment ( ) Sale ( ) ..... (Other)

USE: R/W ( ) St. Pile ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) ..... (Other)

(State Purpose) To Railroad for Spur Track

Description prepared by HRS, 2-19, 19 58; Checked by ....., ..., 19.....

(Future) Owner State of Oregon by and thru its State Highway Commission

Portland Int. Airport-N. E. Alberta Street Section, Cascade Highway.

A parcel of land lying in the SW¼

of Section 16, Township 1 N, Range 2 E, W. M.,

Multnomah County, Oregon, and being a portion of that tract of land described in that

certain deed to .....,

recorded in Book ....., Page ..... of ..... County Records of Deeds;

the said parcel being described as follows:

Beginning on the Southerly line of the O. W. R. & N. Company right of way, at the Northeast corner of that property conveyed to G. H. & Harold A. Wagner by that deed recorded in Book 1033, Page 321, of Multnomah County Deed Records, said corner being 552.51 feet North and 278.68 feet East of the Southwest corner of said Section 16; thence South along the East line of said Wagner property, 36.5 feet, more or less, to a point which is 35 feet Southerly of (when measured at right angles to) the Southerly right of way line of said railroad; thence Westerly parallel to and 35 feet Southerly of the Southerly right of way line of said railroad, 174.34 feet; thence North parallel to the East line of said Wagner property, 36.5 feet, more or less, to the Southerly right of way line of said railroad; thence Easterly along said Southerly line, 174.34 feet to the place of beginning, containing 0.14 acre.

(Above desc. being a portion of 26385 in the process of being acquired by the State.)

Scale 1"=30'

16' 16'

N 1°25'23" E

60' R.

Col. Blvd 7+19.65

Col. Blvd 7+64.45

Col. Blvd 7+76.82

IP in Mon. Box

A

S 75°03'07" E

20'

U.P.R.R. Encroachment Easement Line

S 74°35'27" E

A

Loading Dock

MIXERMOBILE MFRS.

FINAL SURVEY		
NOTE BOOK	SURVEYED	DATE
NO.	PLOTTED	BY
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

℄ 91+11.68 PRC.

℄ 91+11.68 RRC

16' 16'

N 1°26'23" E

600' R.

Toe of fill

Top of cut

℄ 93+04.07
Col. Blvd 9+92.93

60' R.

P 93+05.79
Col. Blvd 10+00.00

16.29'

B

75°00'50"

℄ 93+45.01 PT

℄ 93+95.01 PT

8'

8'

℄ 93+77.64 HWY
RR 850+47.56 (Main Line)

℄ B

90°

"L" 93+84.90 P.O.T.

℄ 94+25.00 PC

35'

℄ 94+25.00 PC

"L" 94+15.88 P.O.T.
RR 850+56.41 P.O.T.

L S 1°25'23" W

P S 1°25'23" W

Loading Dock

Section 16
Section 17

16' 16'

N 1°29'23"E

R/W Line

100' R.

'C' 82+89.57 P.O.T.
Cal. Blvd 12+21.50

C

Sta. 14+00

S 81°43'07"E

31.03'

52°08'

38.72'

30.00'

1" Iron Pipe

C

Bell

Cal Bld 12+17.84
1P in Man Box

05

0 AC.

S 44°45'50"W
831.55'

17 | 16
20 | 21

Abutment, Wall or Column

5' Lt.

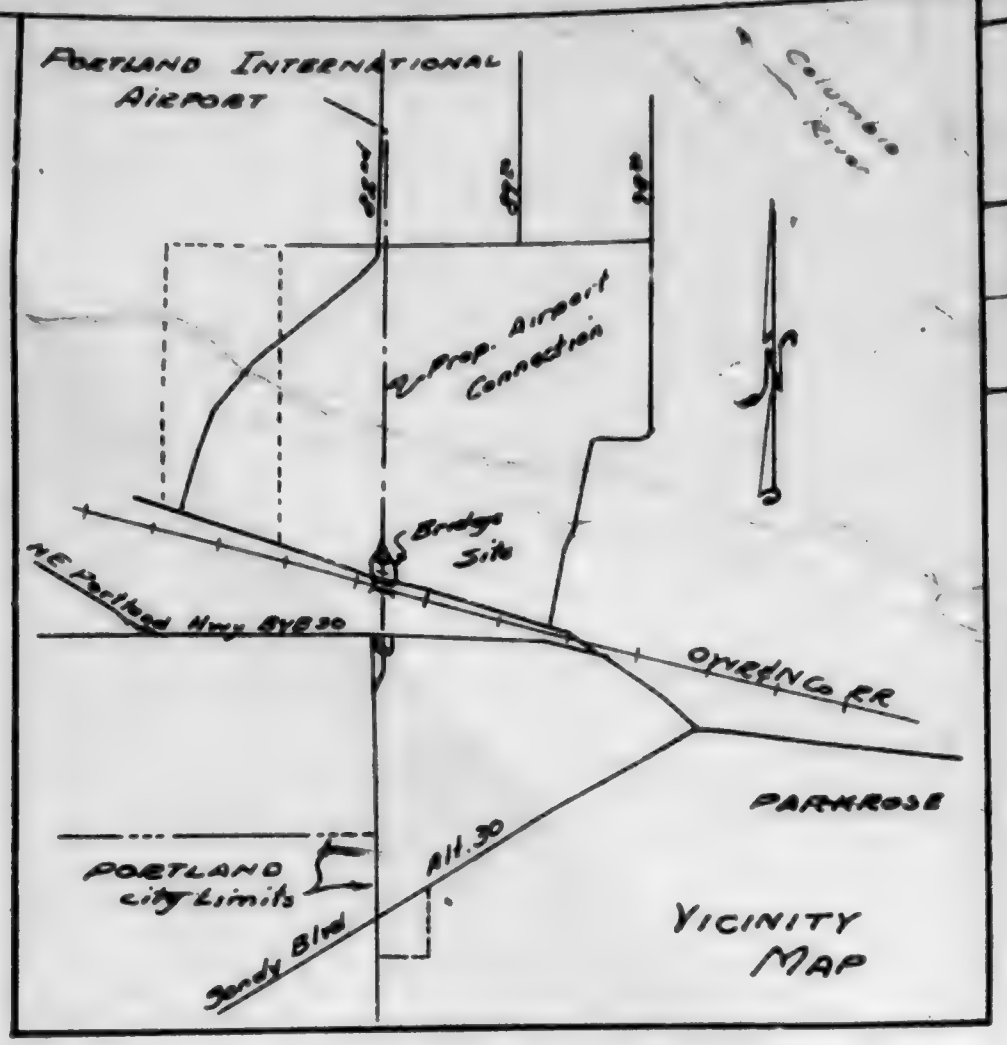
3' Rt.

10'

MASSEY-HARRIS-FERGUSON INC.

NOTE: Median widened from 8.4' to 16' for piers under R.R. Structure with reversing 0°24' curves

1½" ⅞"—0 Crushed Mtl
19 .' Course



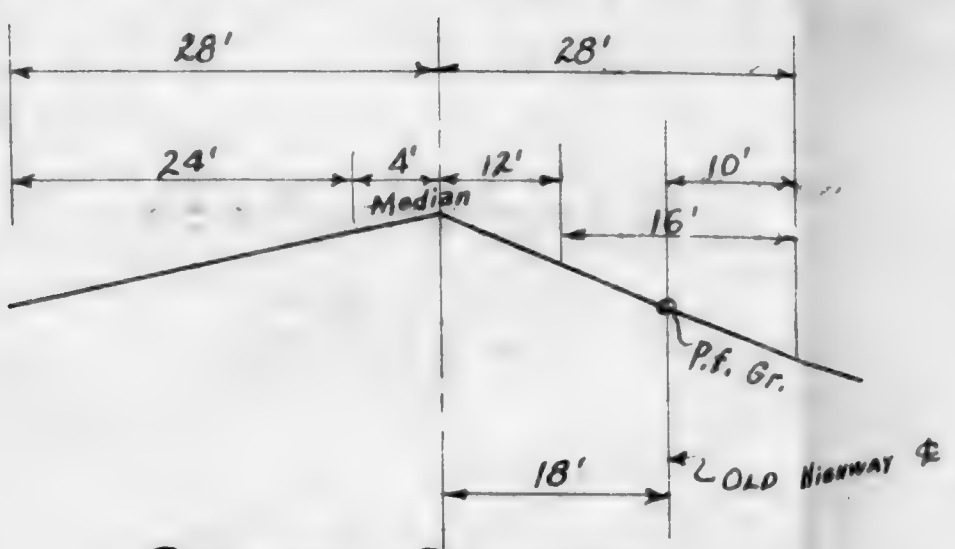
CASCADE HIGHWAY
AIRPORT – ALBERTA ST. SECTION
VICINITY MAP

FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR
1	OREGON		

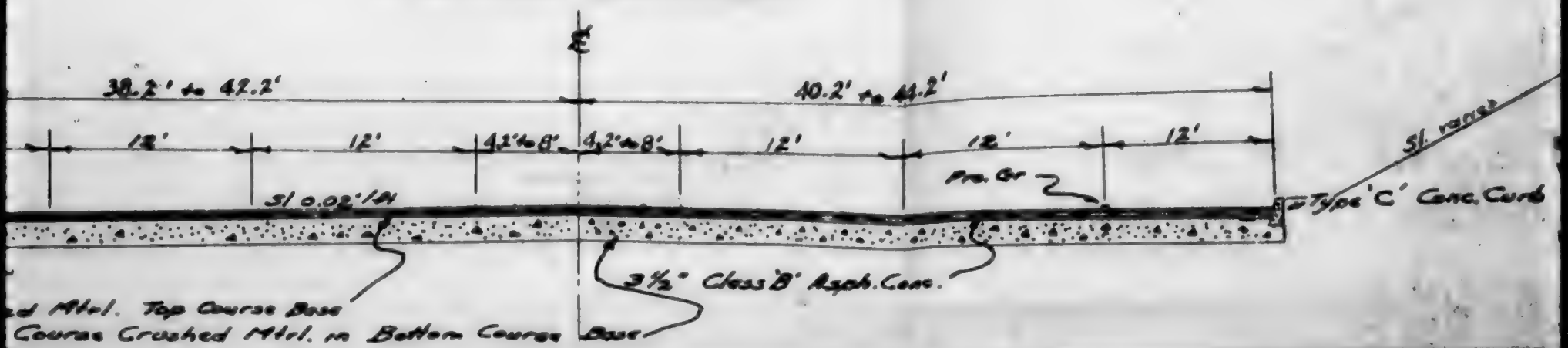
SW 1/4 SEC 16 T1N R3E
Multnomah County

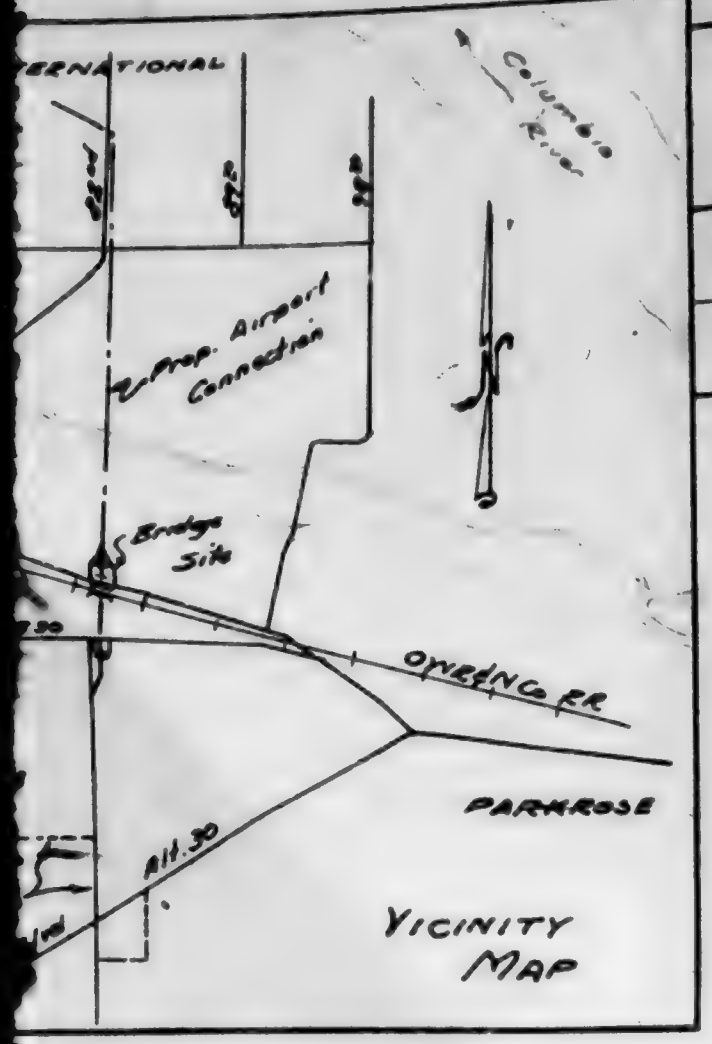
Columbia Blvd
U.P.R.R. Crossing

TYPICAL SECTIONS



COLUMBIA BOULEVARD



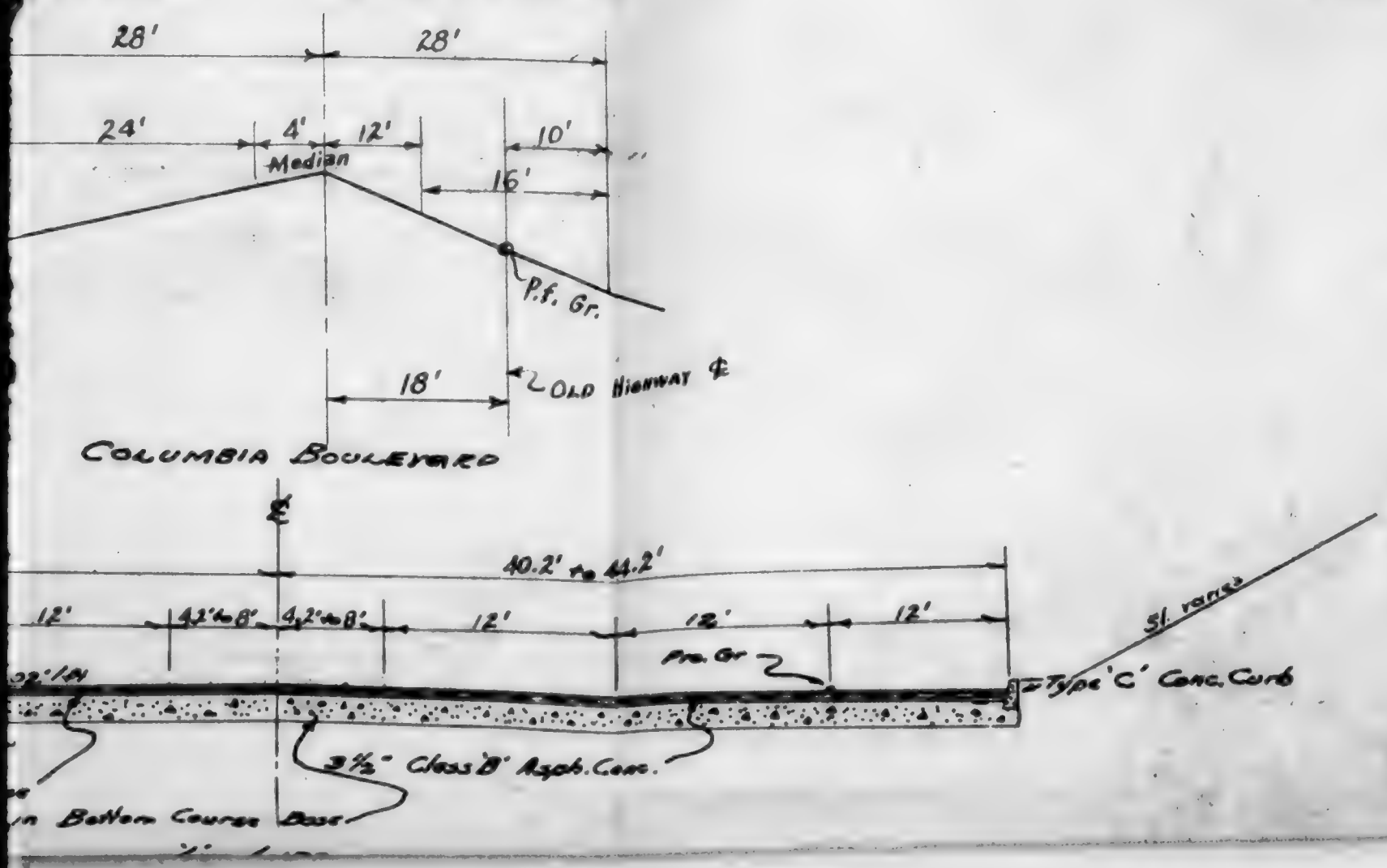


CASCADE HIGHWAY AIRPORT – ALBERTA St. SECTION VICINITY MAP				SHEET No.
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
1	OREGON			See Index

SW 1/4 SEC 16 T1N R3E WM
Multnomah County

(Columbia Blvd & UPRR Crossing Str)

TYPICAL SECTIONS



ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

Profile Columbia Blvd

-4.50%

2.00 V.C.

P.I. Sta. 55+0

60

50

40

5

6

7

8

Top Rail (Main Line)

Top Rail (Side Track)

Top Rail (Spur

New ℄

Exist. ℄ Hwy

18'

20'

Exist. Hwy

60.2'

P.F. Gr.

B B

Comp. ground

18'

20'

Exist. Hwy

60.3'

Comp. ground

P.F. Gr.

Comp. ground

A - A

647

648

P.I. El. 55.0

+2.50 %

100

El. 61.58

300' V.C.

1rd

27°27'54"R 27.40.51'

Top Rail (Four Tracks)

50.2'

El. E.C.

North Rail

49.3'

El. C.C.

North Rail

44'

42'

3'

5'

Rd. 2'Lt. & Rt.

-2.56% ↓

150'RC

P1+25
El. 5046

-1.50% ↑

12 13 14 15

Top Rail El

Top Rail El

60

Top Rail

50

+1.10%

40

PROFILES
1"-5' Vertical
1"-50' Horizontal

42'

face of Abut. Col.

5'

SECTIONS
1"-10' Vertical
1"-10' Horizontal

852 853 854 12 13

20'

63.8'

C - C orig. ground

Top Rail El 62.99

Top Rail 62.23

Top Rail 62.38

El 60.41 Rt

Profile at Rt

℄ Line Profile

Top Rail El 62.89

Top Rail El 62.15

Top Rail El 62.10

℄ Profile at Lt

Top Rail El 62.80

Top Rail El 62.07

Top Rail El 61.88

El 60.41 Lt

500' V.C.

+3.27%

P.I. 500' V.C. +30 El. 42.15

Finished grade 28.2 L. or

Br # 8401

20'

Ctr. of Br.

63.0'

4.00

g. ground

Profile of Rt

Top Rail Et 62.38

El. 60.41' Rt

L. Line Profile

Profile of Lt

El. 62.15

Rail El. 62.10

Rail El. 62.07

Top Rail El. 61.88

El. 60.41' Lt

500' V.C.

+3.27%

Finished grade 28.2 L. or R.

P.I. 500' V.C.
+30 El. 42.15

75

87

93

Br # 8401

Dwg. # 13481

RECEIVED
FEB 20 1958
FOR FILING

8-364 (3)
UX 364 (2)
5240

Salem, Oregon
February 20, 1958

BPR authorization to proceed with acquisition of rights of way.

Mr. R. L. Porter
Right of Way Engineer
Office

As of November 19, 1957, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described projects:

Airport Road-Alberta Street Section of Cascade Secondary Highway (82nd Avenue in City of Portland). Length 0.47 mile. Prefix 126-2509.

The north end of this project is approximately 600 feet north of the intersection of 82nd Avenue with Columbia Blvd.

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
JAN 23 1958
FOR FILING

8-364(3)
US-364(-)
524

Salem, Oregon
January 21, 1958

Killingsworth Avenue-
Airport Section

Mr. Tom Edwards
Mr. Ivan D. Marchant
Mr. R. L. Porter

At its meeting January 16-17, the Highway Commission ordered that everything be done to advance the Killingsworth Avenue-Airport Section to the construction stage as soon as possible.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

RECEIVED
DEC 16 1957
FOR FILING

I-364(3)
II-364(2)
5240

December 16, 1957

Mr. John J. Winn, Jr.
Director, Port of Portland
Swan Island
Portland, Oregon

Dear Mr. Winn:

Mr. Reynolds has asked us to advise you of the status of our plans for development of the Airport-Alberta Street Section, which will provide service to the new airport facilities.

The plans are in a state of near completion; however, we have been experiencing extreme difficulty in working out problems with the Union Pacific Railroad Company with respect to shoofly tracks and service to industry during the time the project is in progress. It appears now that the project cannot be contracted prior to April of 1958, and it is our earnest hope to bring it to a state of completion to provide service to the airport by December 1, 1958. It is possible that service during the winter of 1958-59 will have to be on temporary surfacing of some nature, and that the permanent surfacing will be placed in the early spring of 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Chas. H. Reynolds
Mr. Forrest Cooper
Mr. Tom Edwards

TE:AR hi

RECEIVED
JUL 17 1957
FOR FILING
8-3(1)(c)
UA 3(1)(c)
5240

Cross Referenced To:
Canal
B/U
Cascade Ave

July 17, 1957

Mr. R. E. Hancke
Division Engineer
Union Pacific Railroad Company
2525 N. Lerrabee Avenue
Portland 12, Oregon

Dear Sir:

The State will be extending the Cascade Highway (N. E. 82nd Avenue) northerly to serve the new Portland Airport. It is anticipated that this project will be placed under contract later this year. At the crossing of your freight line our grading operations will encroach upon your right of way. The extent of this encroachment is shown on our Drawing 8B-5-28, prints of which are attached hereto. I am also attaching copies of a description covering the encroachment easement which we are requesting.

These descriptions do not cover the easement across the right of way for the structure itself. The easement should be 150 feet in width, being 75 feet on each side of the highway center line. Sufficient data is shown on the map so that property descriptions can be drawn.

I am sending this advance information with the hope that the right of way matters may be worked out prior to the applientions for the Public Utility Commissioner hearing on the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. P. M. Stephenson
Mr. Tom Edwards
Mr. R. L. Porter

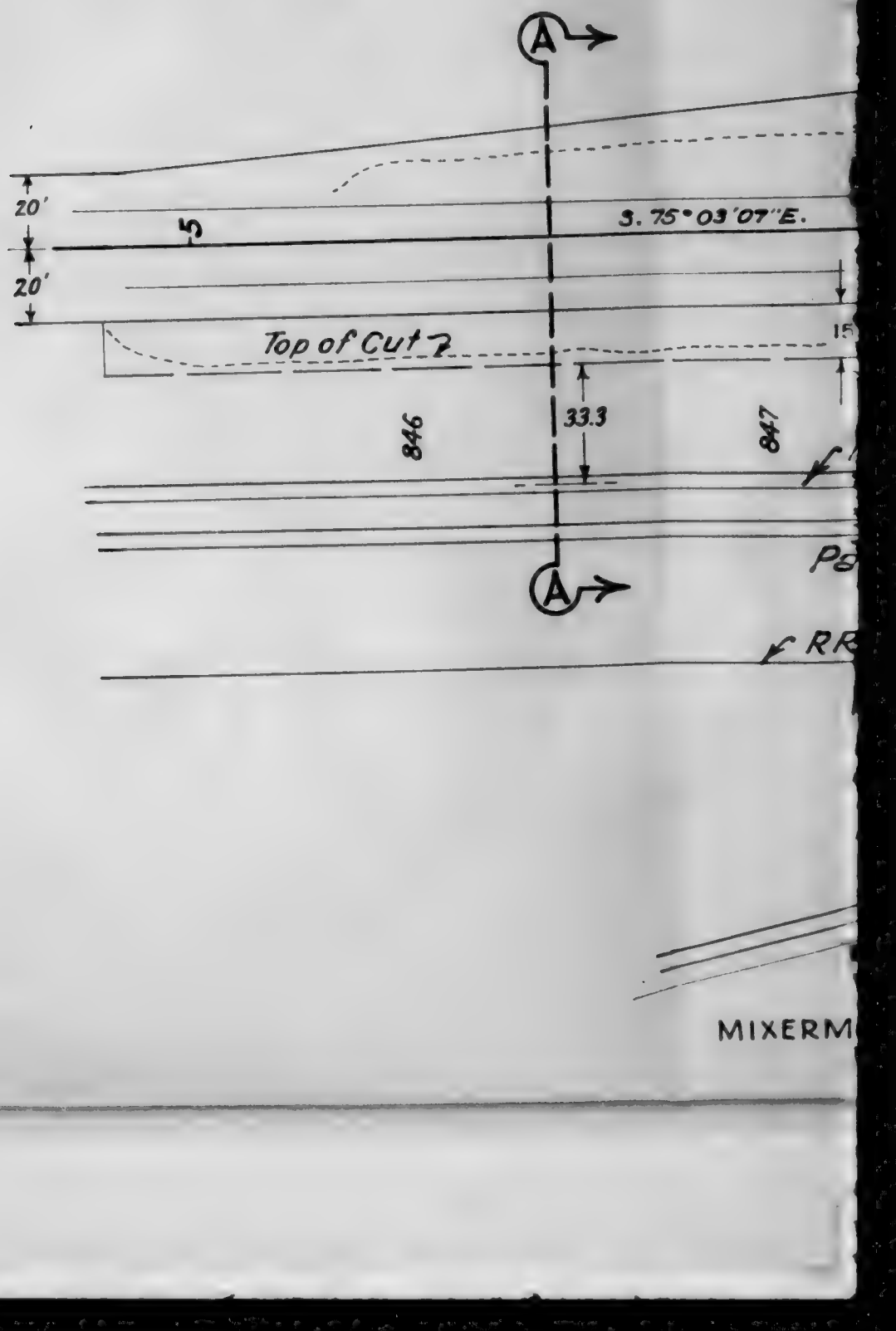
O.W.R. & N. Company Railroad Encroachment

Portland Int. Airport-N. E. Alberta Street Section
Cascade Highway

A parcel of land lying in the Thomas Cully D.L.C. in Sections 17 and 16, Township 1 North, Range 2 East, W. M., Multnomah County, Oregon, the said parcel being described as follows:

Beginning at an iron pipe which is an angle point in the North right-of-way line of the O.W.R. & N. Co. property and from which the Southwest corner of Section 16 bears S. 44°45'50" W., 831.55 feet; thence N. 81°43'07" W. along said North line, 150.14 feet to an angle in said North line; thence N. 75°03'07" W. along said North line, 743.16 feet; thence S. 14°56'53" W., 15.00 feet; thence S. 75°03'07" E., 744.04 feet; thence S. 81°43'07" E., 152.77 feet to the O.W.R. & N. Co. right-of-way line; thence E. 1°37'00" E. 15.13 feet to the point of beginning.

The parcel of land to which this description applies contains 0.31 acre.


A
20'
20'
5
S. 75° 03' 07" E.
Top of Cut 2
15
33.3
846
847
A
MIXERM

CASCADE HIGHWAY

Toe of Fill

B

5°03'07"E.

N.E. COLUMBIA BOULEVARD

15'

RR R/W Line

Encroachment Line

847

848

U.P.R.R.

849

35.2

850

75'

75'

851

Main Line

Passing Track

RR R/W Line

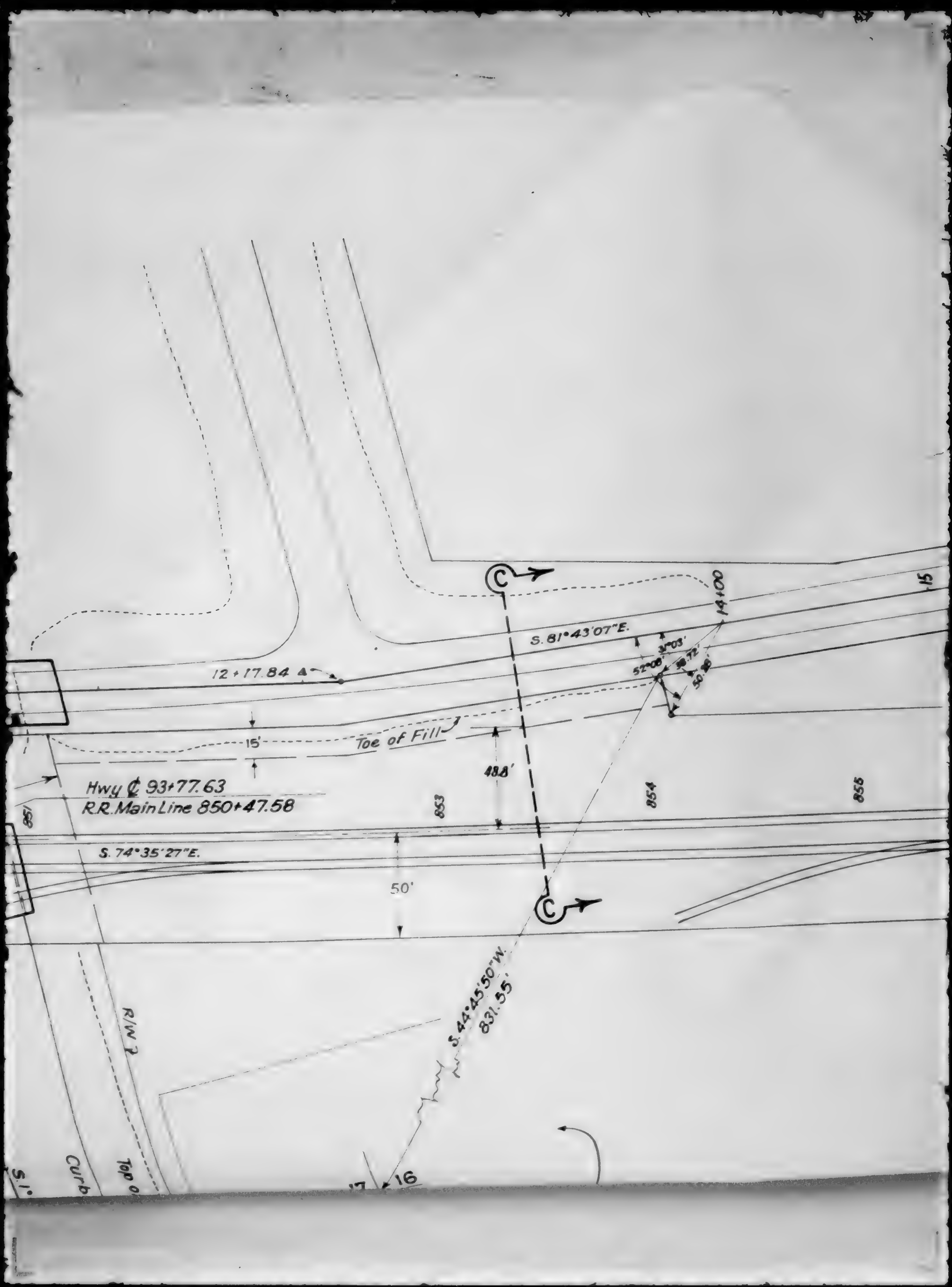
B

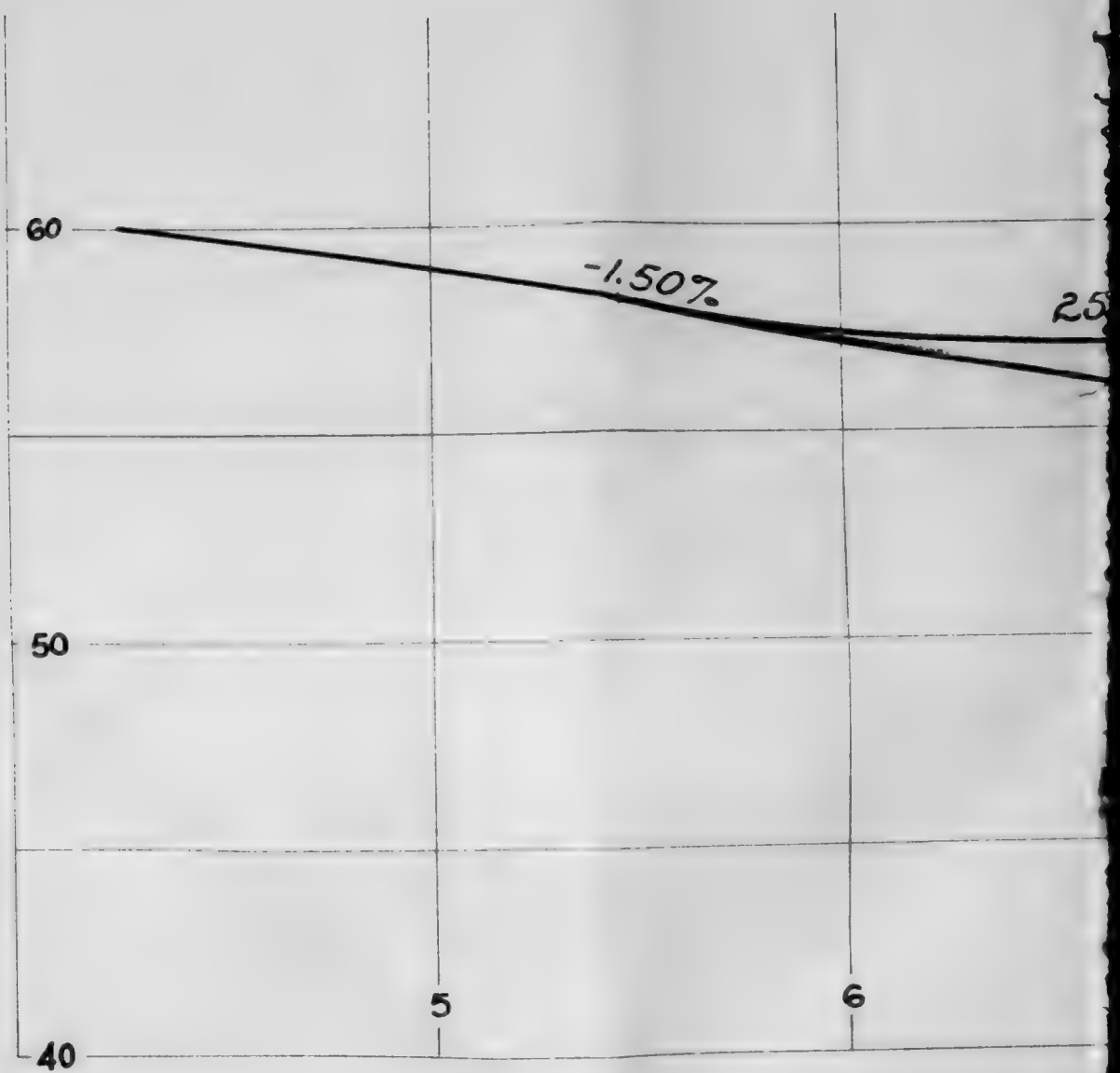
MIXERMOBILE MF'RS.

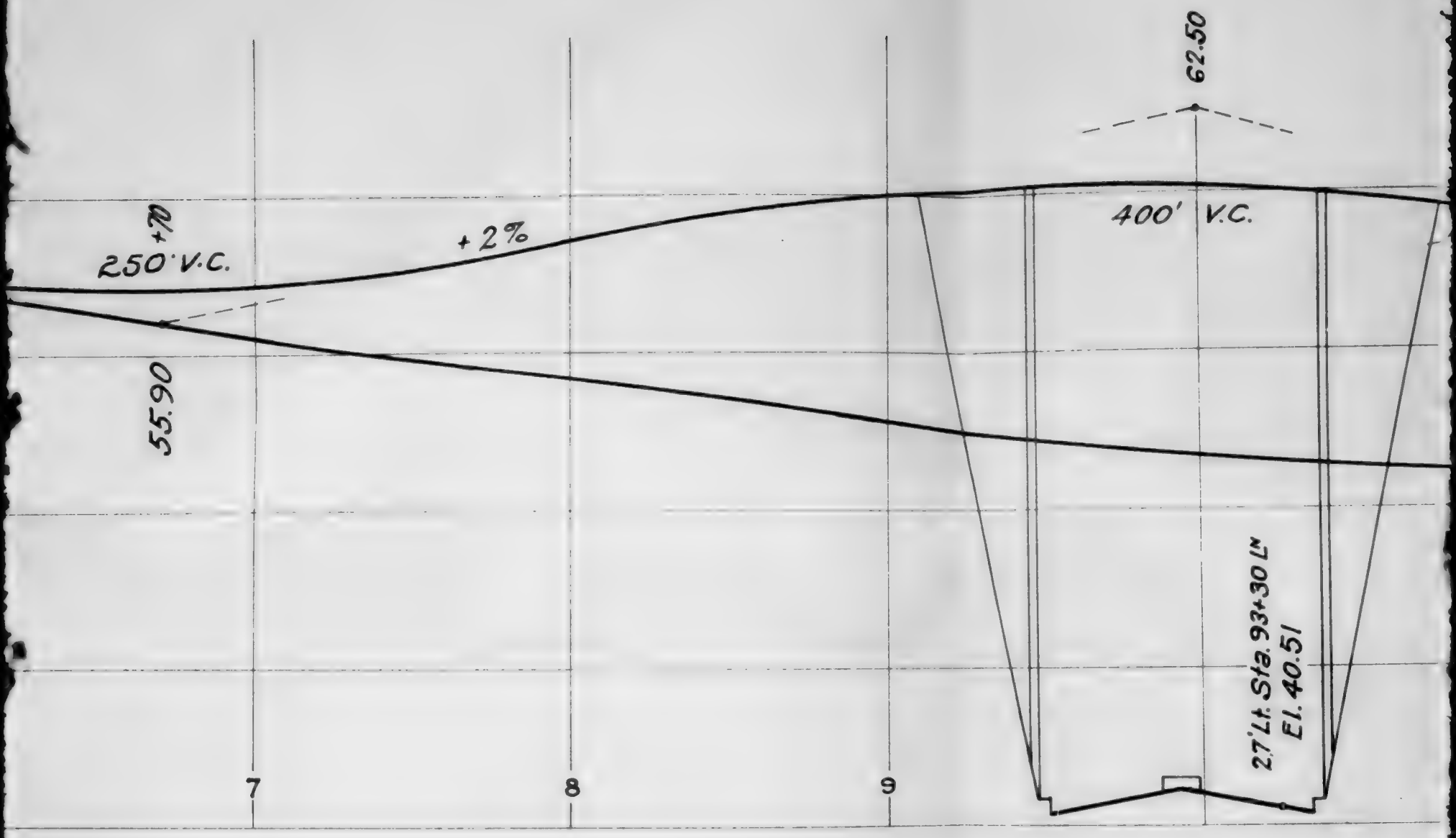
Top of Cu

Cur

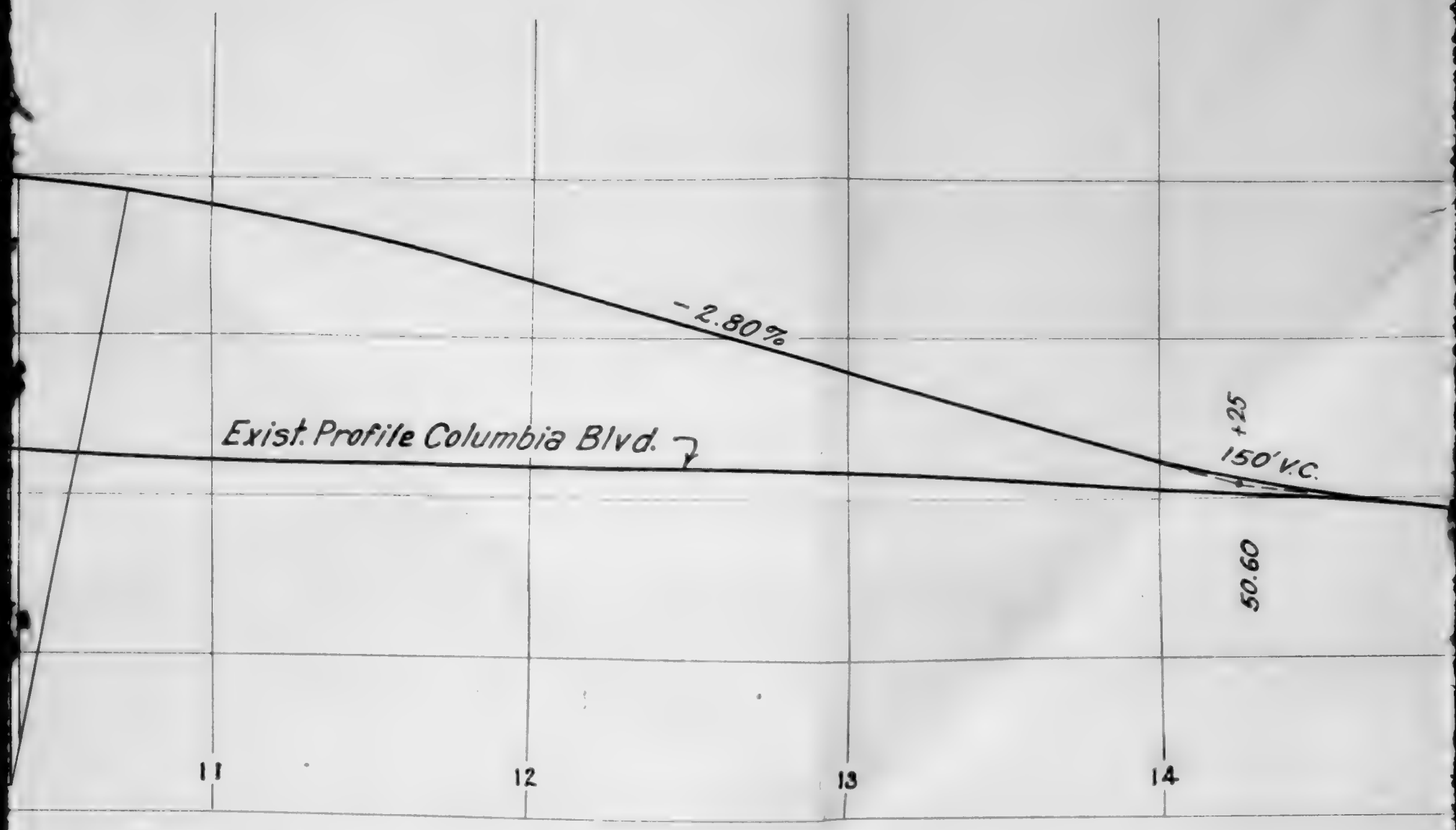
S.1°


S. 81°43'07"E.
12+17.84 4
15'
Toe of Fill
48.8'
Hwy ℄ 93+77.63
R.R. Main Line 850+47.58
851
853
854
856
S. 74°35'27"E.
50'
S. 44°45'50"W.
831.55'
R/W
Curb
Top o
S.1°
16

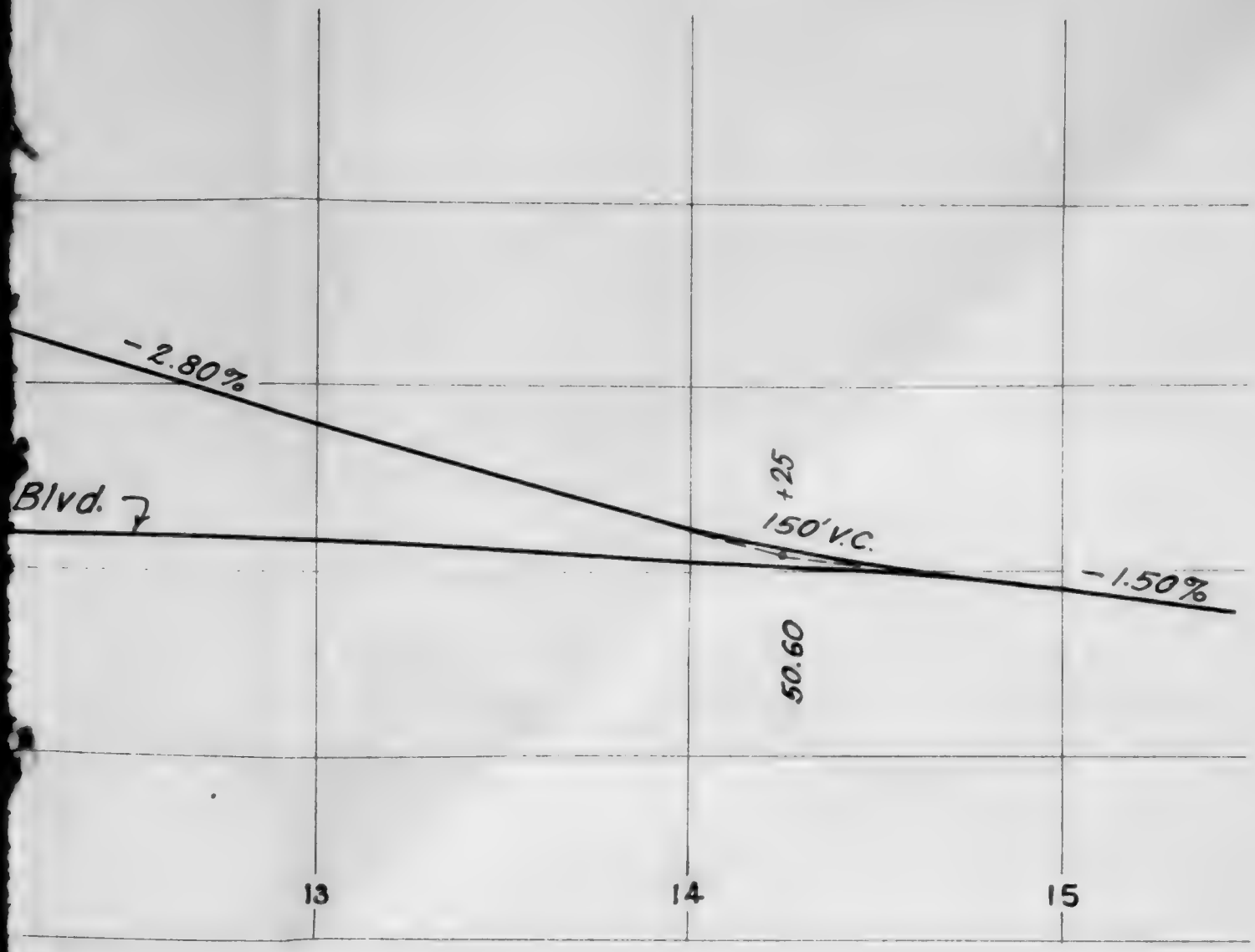

60
-1.50%
50
40
5
6

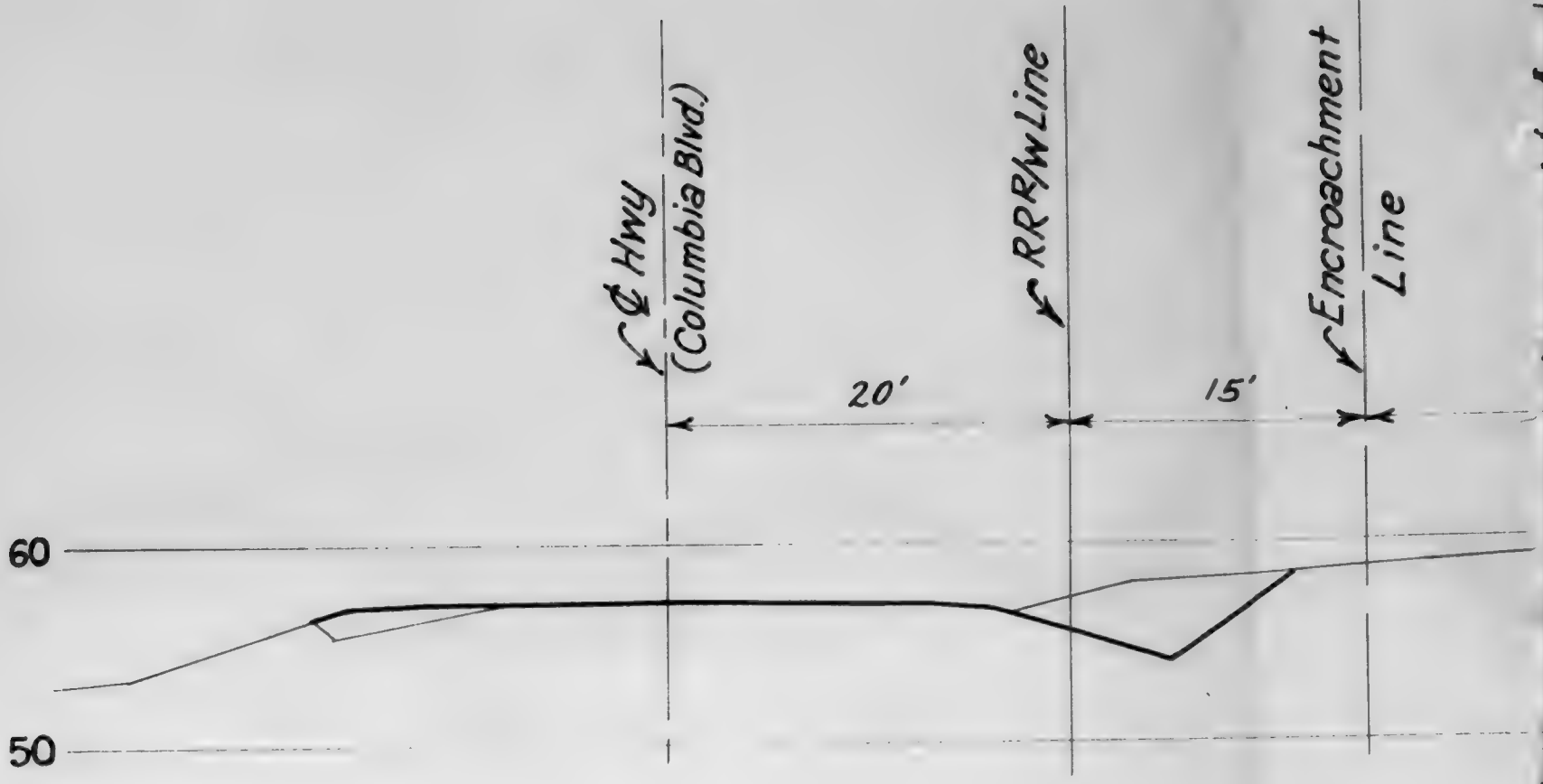


PROFILE OF COLUMBIA BLV



BLVD. OVERCROSSING


-2.80%
Blvd.
+25
150' V.C.
-1.50%
50.60
13
14
15



SECTION A-A
Sta 6+00 (R.R. 846+40±)

SECTION B-B
Sta. 9+00 (R.R. 849+4

50

60

20'

15'

℄ Hwy
(Columbia Blvd.)

R.R. R/W Line

Encroachment

A-A
46+40±)

Encroachment
Line

33.3'

Main Line ℄
U.P.R.R.

R/W

25°23"W.

-B
49+40±)

Encroachment
Line

35.2'

Main Line ℄
U.P.R.R.

SECT
Sta. 13+00

50

60

℄ Hwy
(Columbia Blvd.)

20'

℄ R.R. R/W Line

15'

Encroachment

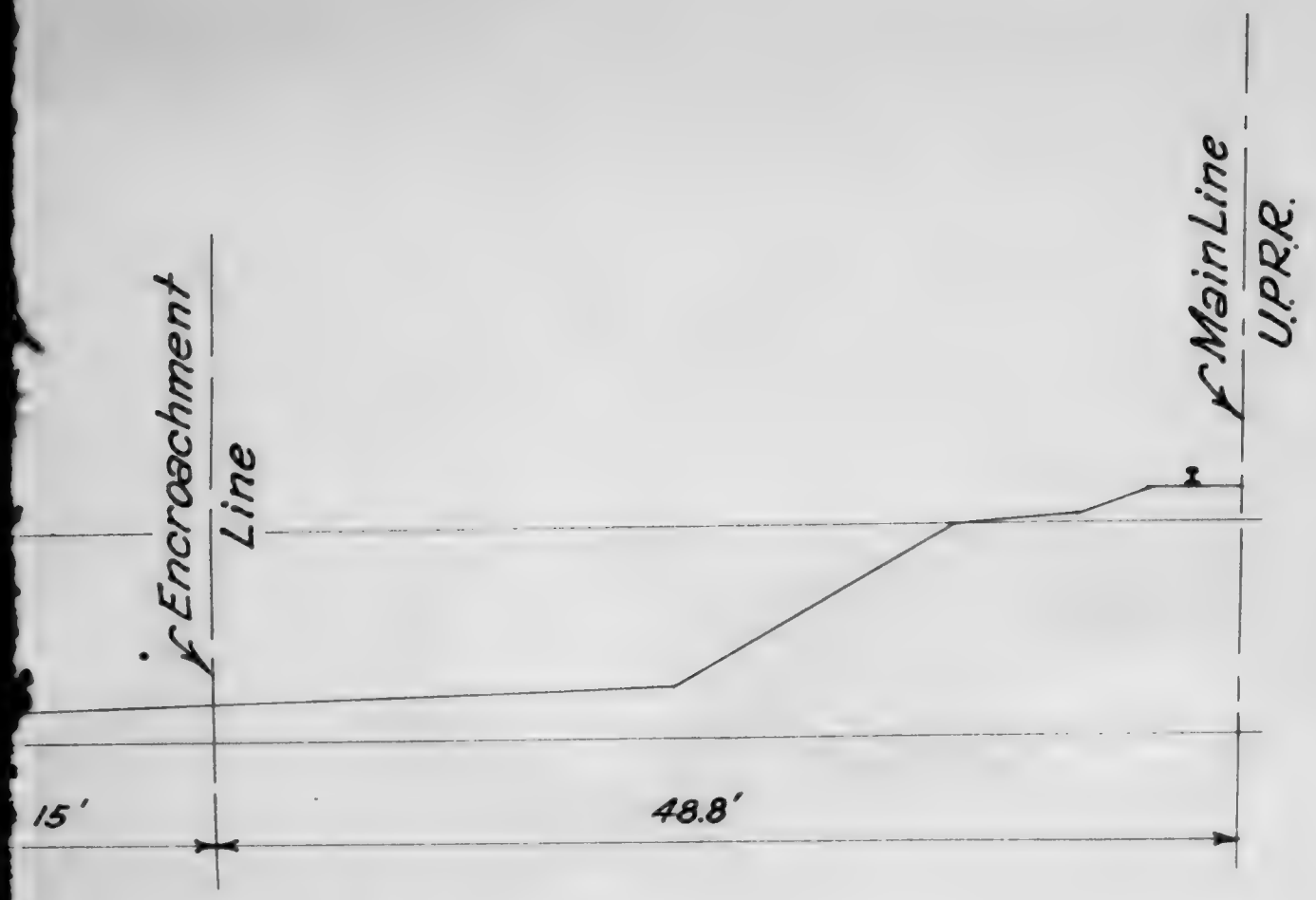
20

MASSEY-HARRIS-FERGUSON INC.

25°23"W.

Line

Cut



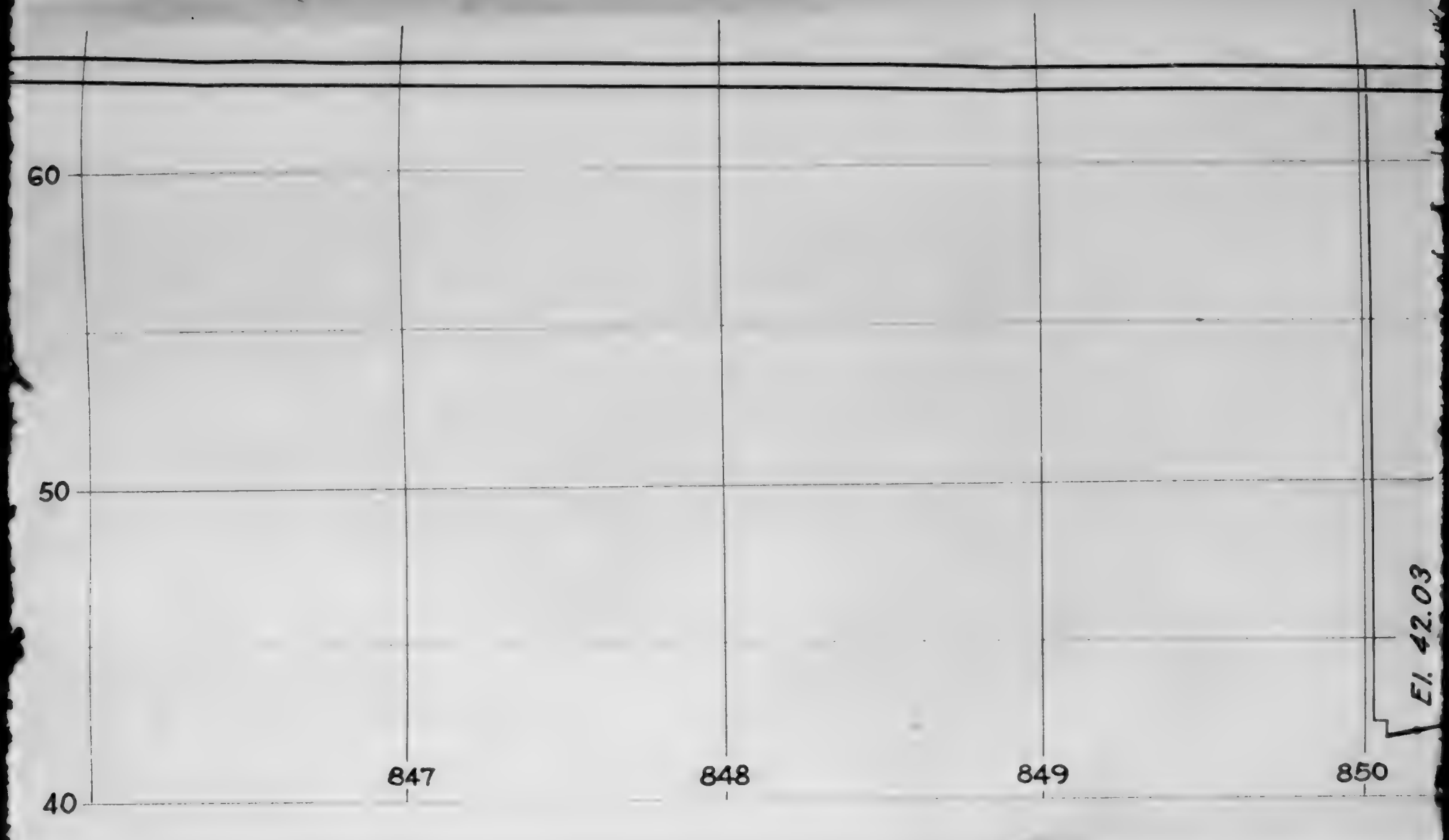
60

50

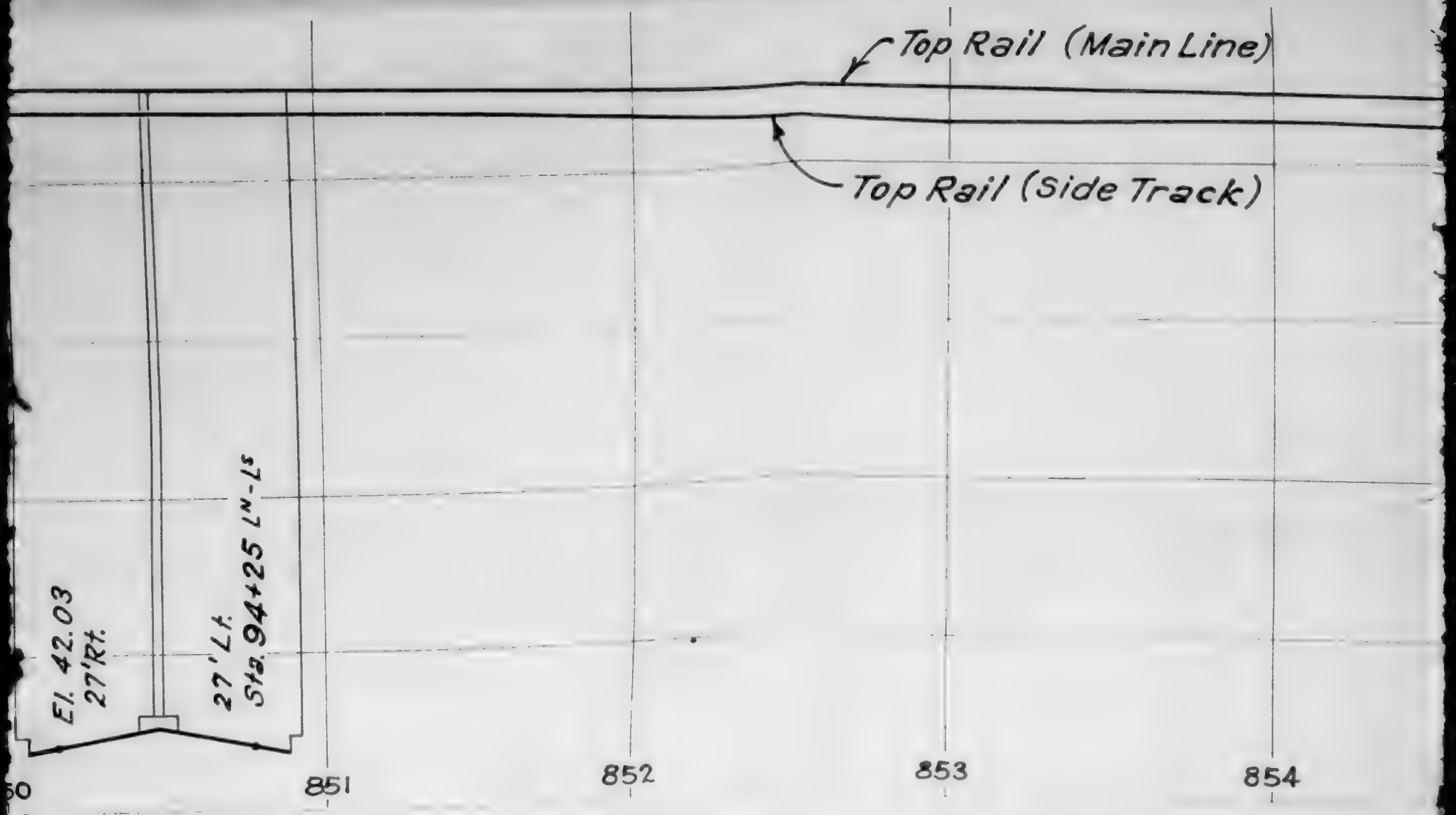
40

SECTION C-C

Sta. 13+00 (R.R. 853+46±)



PROFILE OF RA



RAILROAD OVERCROSSING

OREGON STATE HIGHWAY DEPARTMENT

Located Line

ENCROACHMENT ON U.P.R.R. CO.

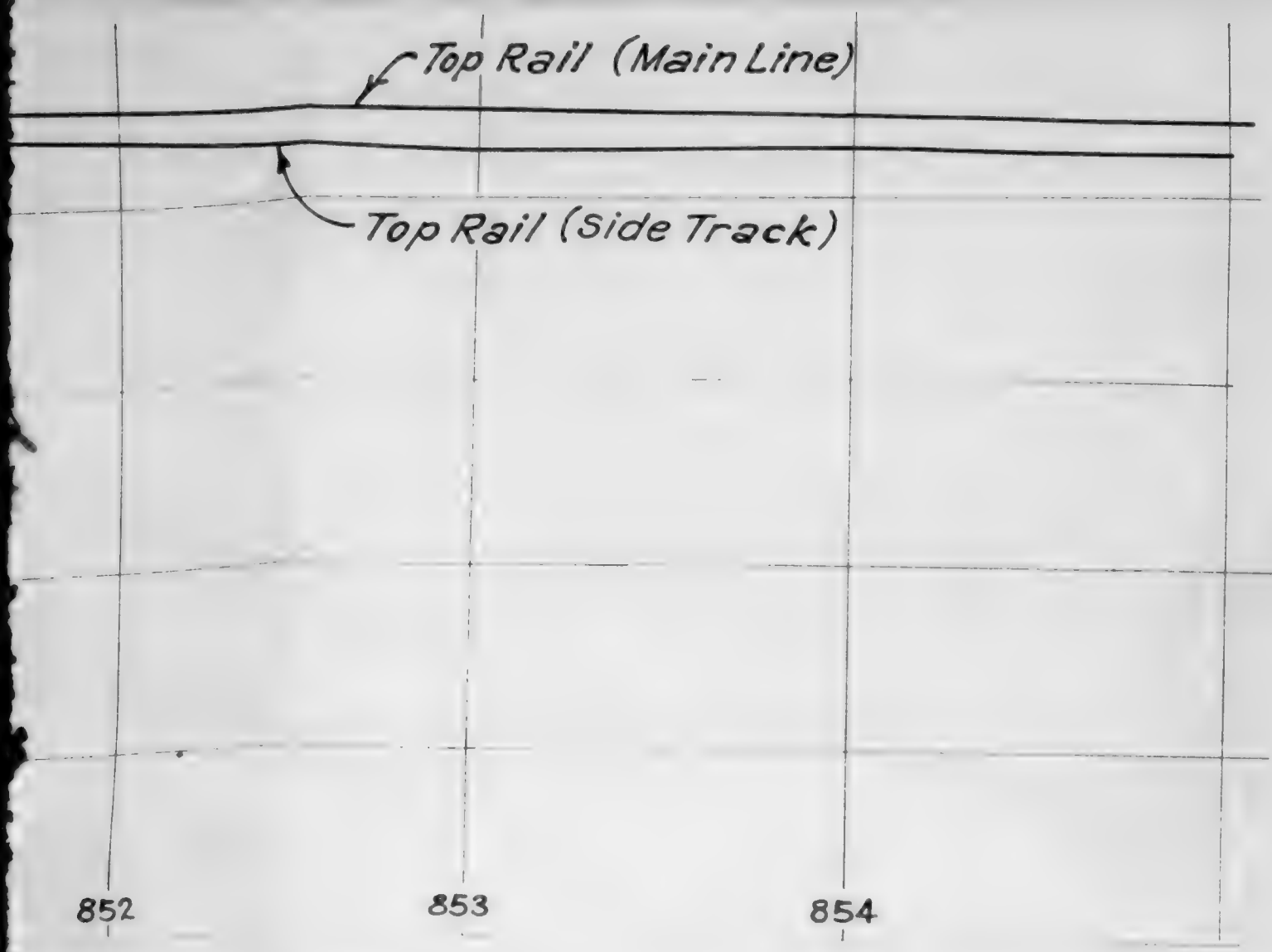
CASCADE HIGHWAY

PORTLAND INTERNATIONAL AIRPORT - N. E. PRESCOTT ST. SE

Multnomah County

Scale 1"=50' S.J.C. July 1957

Dwg. No. 8B-5-28



ROSSING

OREGON STATE HIGHWAY DEPARTMENT

Located Line

CROACHMENT ON U.P.R.R. CO.

CASCADE HIGHWAY

ERNATIONAL AIRPORT - N. E. PRESCOTT ST. SECTION

Multnomah County

Scale 1"=50' S.J.C. July 1957

Dwg. No. 8B-5-28

RECEIVED
JUN 11 1957
FOR FILING

S-364 (3).
US 364 (2)
5240

Cross Referenced To:
e mt
R/W
Cascade Sec.

Salem, Oregon
June 11, 1957

Easement for extension
82nd Street in Portland

Mr. E. F. Chidsey
Asst. Right of Way Engineer

I am returning your file on the longitudinal easement on Union Pacific right of way for the extension of East 82nd Street in Portland to the new airport. It is probable that we will be able to move our line so as to eliminate the necessity for this longitudinal easement. This matter has not been entirely determined but should be in the next two weeks.

G. S. Paxson
Asst. State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

RECEIVED
MAY 7 - 1957
FOR FILING

U-364(3)
U1-364(1)
5240

Cross Referenced To:
Const
R/W
Cascade Sec

May 7, 1957

Edt. of 12-2

Oregon State Highway Commission

Gentlemen:

I am attaching a copy of a map on which are indicated the route and cross section to be used on the northerly extension of the Cascade Highway (state project) and the Airport County Road project in the N. E. Killingsworth Street-N. E. 82nd Avenue area of Portland. The purpose of the map and this report is to ask that you approve the survey so that right of way may be acquired and an agreement be made with Multnomah County.

From N. E. Alberta Street to Station 67+04.07, which point is just northerly of the Portland urban boundary, the project will be financed under urban federal aid. The nature of the work is such that there is a large overrun of excavation quantities caused principally by depressing 82nd Avenue to allow it to go under both N. E. Killingsworth Street and the Union Pacific Railroad. It is proposed that this material be hauled northerly on the county section for the purpose of constructing fills. An agreement will be worked out with the County whereby all expense such as right of way, drainage structures, surfacing, et cetera, will be provided by Multnomah County. The Highway Department will merely place the fills, using the County acquired right of way as a disposal area.

I recommend adoption of the survey and authority of the Commission to acquire the right of way.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards
Mr. R. L. Porter

FC:mo fn

T.1N. R.2E.

BEGINNING OF SURVEY
Sta. 24+00.31

County Project

New Location

9 ST. 16

To Marine Drive

N.E. 82nd AVE.

8 N.E. LOMBARD 17

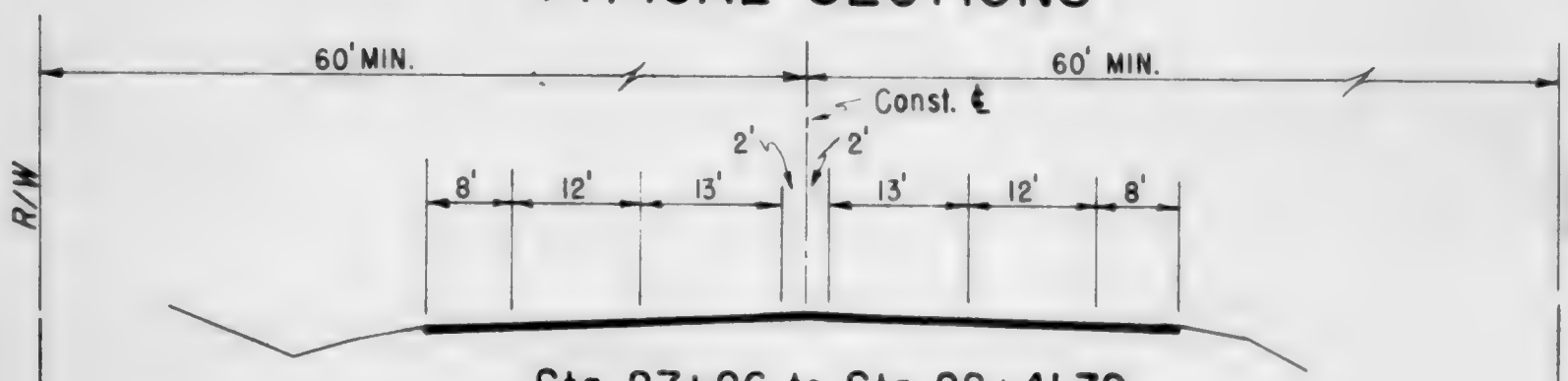
PORTLAND
INTERNATIONAL
AIRPORT

Existing Road

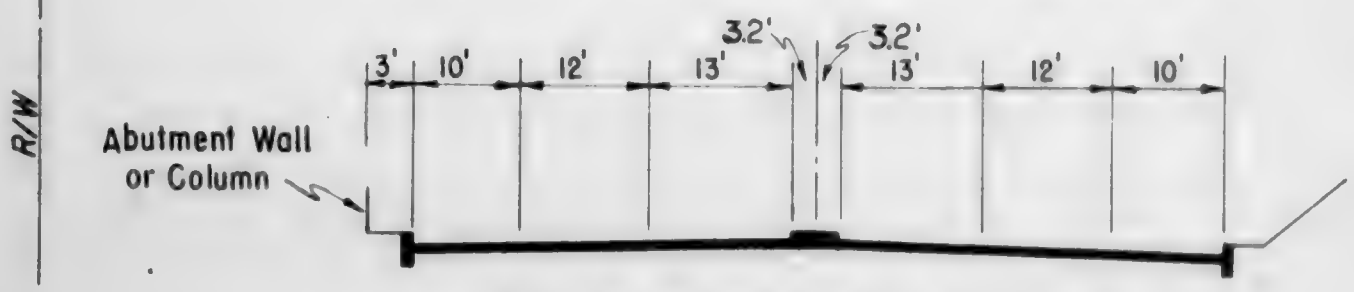
N.E. ALDERWOOD ROAD

Slough

TYPICAL SECTIONS



Sta. 27+86 to Sta. 82+41.79



Sta. 82+41.79 to Sta. 104+72

R. 2 E. W. M.

ct

State Project

END OF SURVEY
Sta. 112+15.06

Sta. 87+04.07 Boundary

US 30 By Pass

N.E. PORTLAND HIGHWAY

N.E. KILLINGSWORTH ST.

N.E. SUMNER ST.

N.E. WEBSTER ST.

N.E. ALBERTA ST.

N.E. HUMBOLDT

WYGANT ST.

GOING PLACE

CASCADE HIGHWAY

16 21 20

600'

Urban

Portland

N.E. COLUMBIA BLVD.

U.P.R.R.

Slough

Slough

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

PORTLAND INTERNATIONAL AIRPORT-N.E. A

AIRPORT ROAD AND CASCADE H

MULTNOMAH COUNTY

Scale: 1"=660' ± April, 19

DRG. NO. IR-3-1146

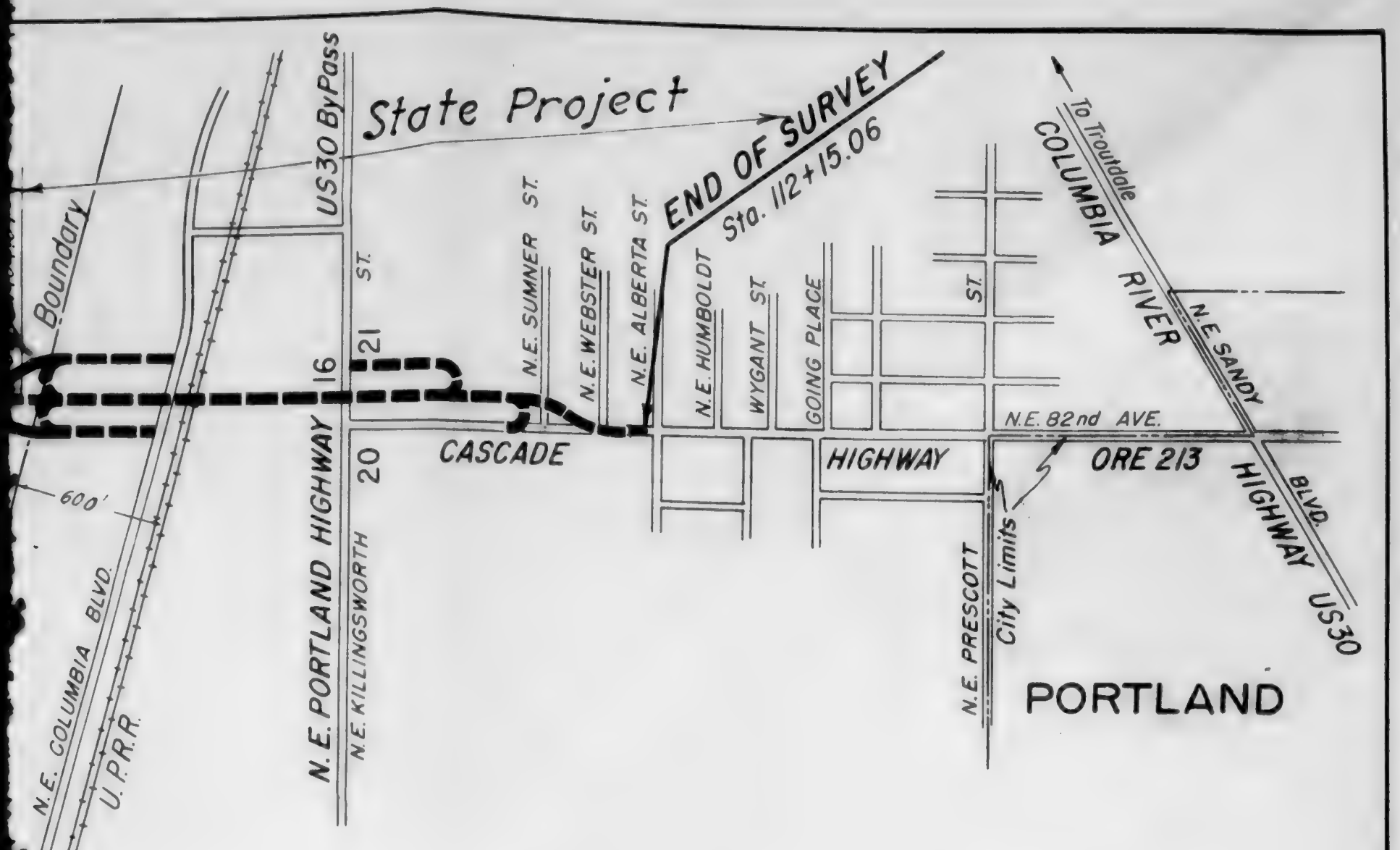
APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date April 6, 1957

For details see DRG. NO. 8B-5-3 April, 1

IR-3-1146



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA ST. SECTION

AIRPORT ROAD AND CASCADE HIGHWAY

MULTNOMAH COUNTY

Scale: 1"=660' ± April, 1957

DRG. NO. IR-3-1146

APPROVED
STATE HIGHWAY ENGINEER
April 6, 1957

For details see DRG. NO. 8B-5-3 April, 1957

T.1N. R.2E.

BEGINNING OF SURVEY
Sta. 24+00.31

County Project

New Location

To Marine Drive

N.E. 82nd AVE.

9 ST.

16

8

17

N.E. LOMBARD

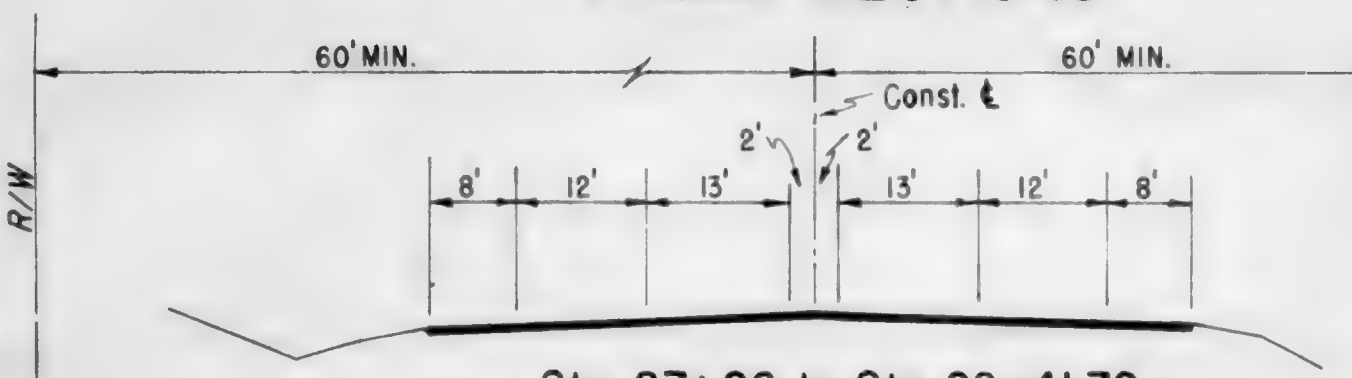
PORTLAND
INTERNATIONAL
AIRPORT

N.E. ALDERWOOD ROAD

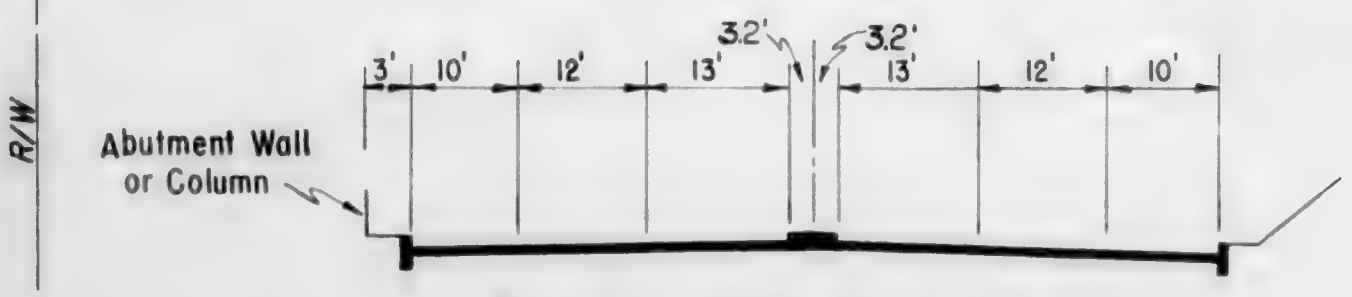
Existing Road

Slough

TYPICAL SECTIONS



Sta. 27+86 to Sta. 82+41.79



Sta. 82+41.79 to Sta. 104+72

OREGON STATE HIGHWAY DEPARTM

Survey Approval Map

PORTLAND INTERNATIONAL AIRPORT-N.E.

AIRPORT ROAD AND CASCADE H

MULTNOMAH COUNTY

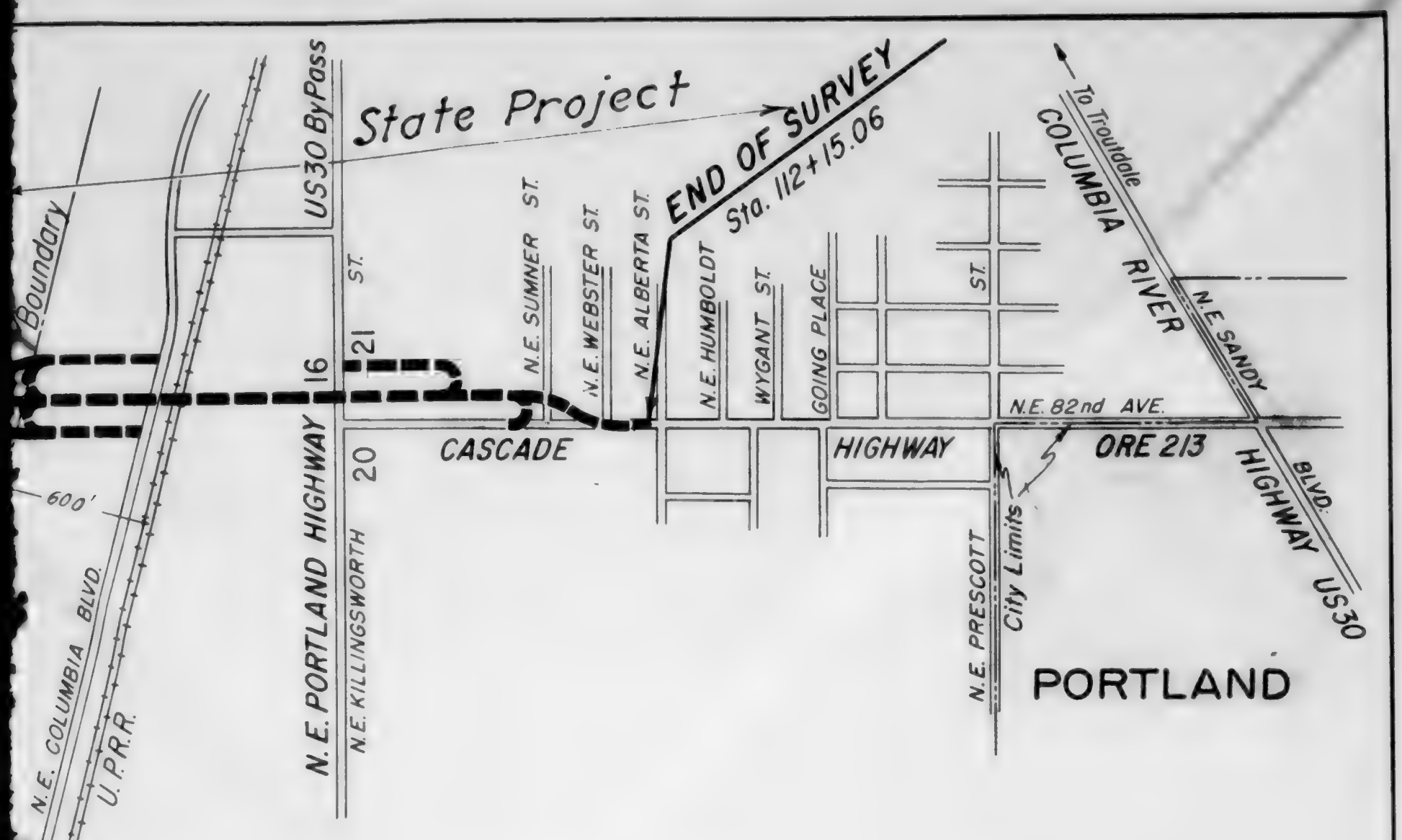
Scale: 1"=660' ± April, 19

DRG. NO. IR-3-1146

APPROVED
Lloyd Cape
DEPUTY STATE HIGHWAY ENGINEER
Date April 6, 1957

For details see DRG. NO. 8B-5-3 April,

IR-3-1146



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA ST. SECTION

AIRPORT ROAD AND CASCADE HIGHWAY

MULTNOMAH COUNTY

Scale: 1"=660' ± April, 1957

DRG. NO. IR-3-1146

APPROVED
Lloyd Cope
DEPUTY STATE HIGHWAY ENGINEER
Date April 6, 1957

For details see DRG. NO. 8B-5-3 April, 1957

T.1N. R.2 E.

BEGINNING OF SURVEY
Sta. 24+00.31

County Project

New Location

9 16 N.E. 82nd ST.

To Marine Drive

N.E. 82nd AVE.

8 17 N.E. LOMBARD

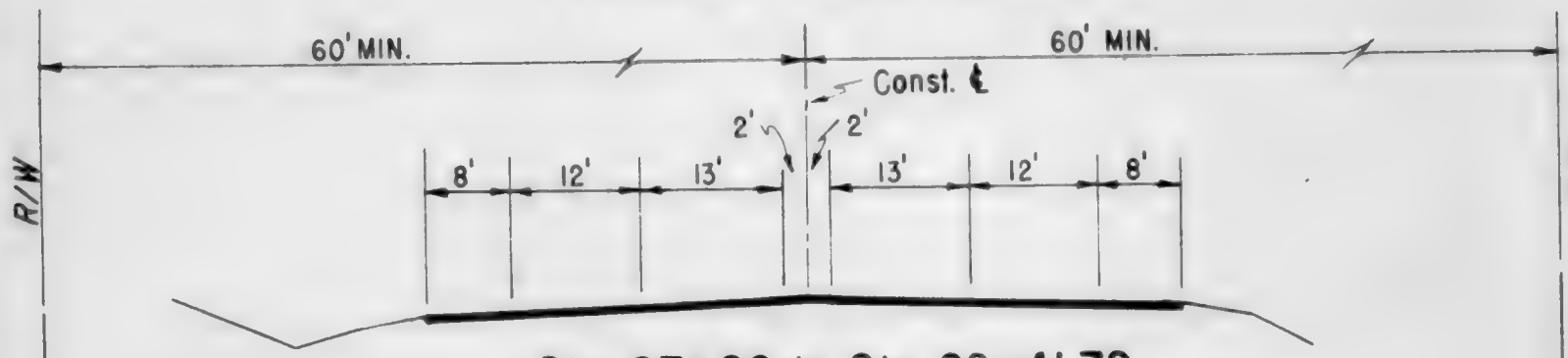
PORTLAND
INTERNATIONAL
AIRPORT

Existing Road

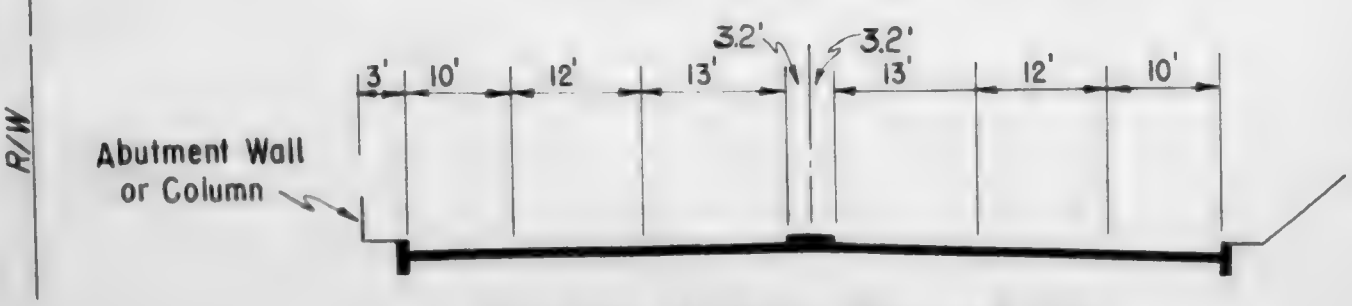
N.E. ALDERWOOD ROAD

Slough

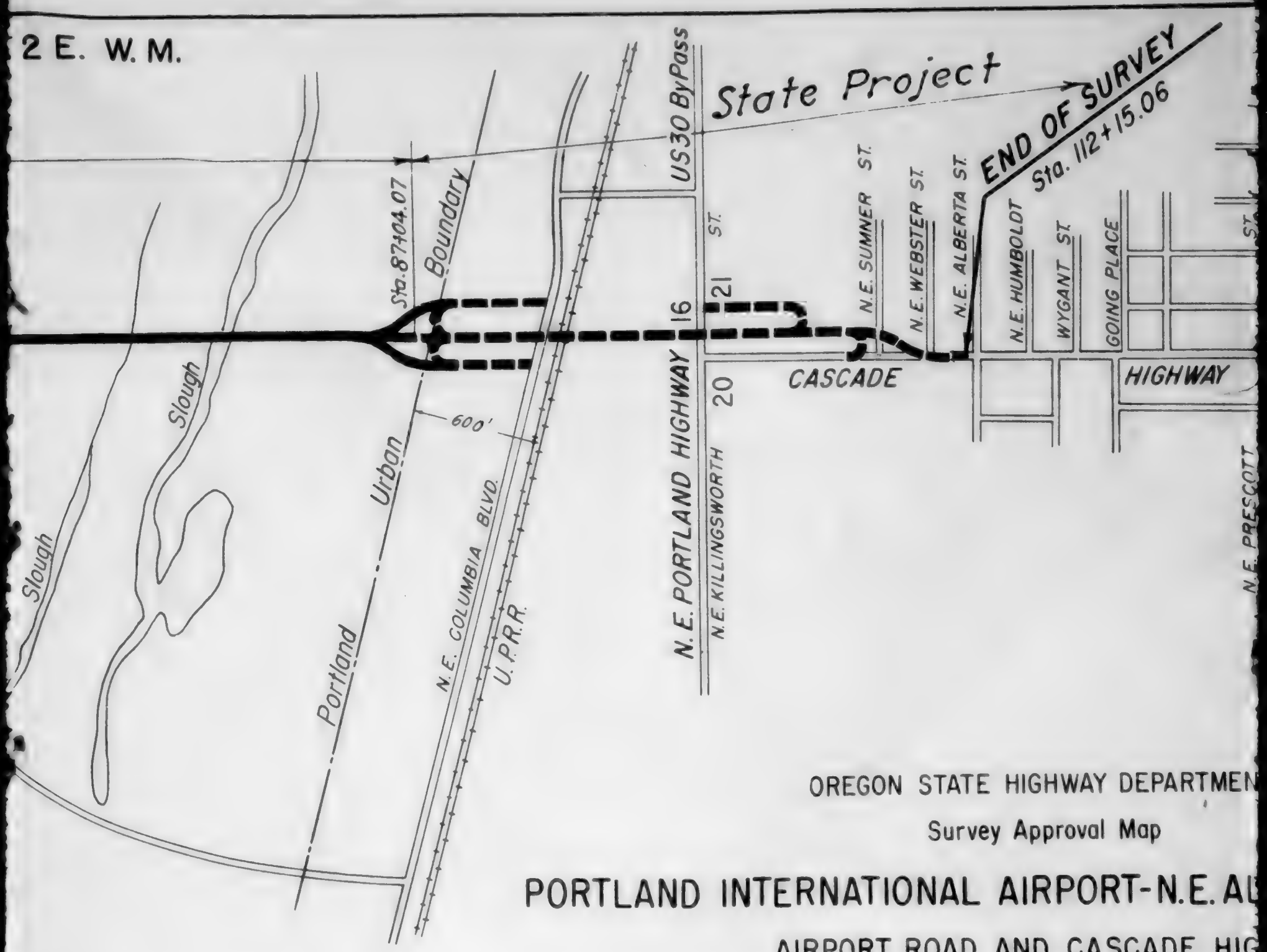
TYPICAL SECTIONS



Sta. 27+86 to Sta. 82+41.79



Sta. 82+41.79 to Sta. 104+72



OREGON STATE HIGHWAY DEPARTMEN

Survey Approval Map

PORTLAND INTERNATIONAL AIRPORT-N.E. AI

AIRPORT ROAD AND CASCADE HIG

MULTNOMAH COUNTY

Scale: 1"=660' ± April, 195

DRG. NO. 1R-3-1146

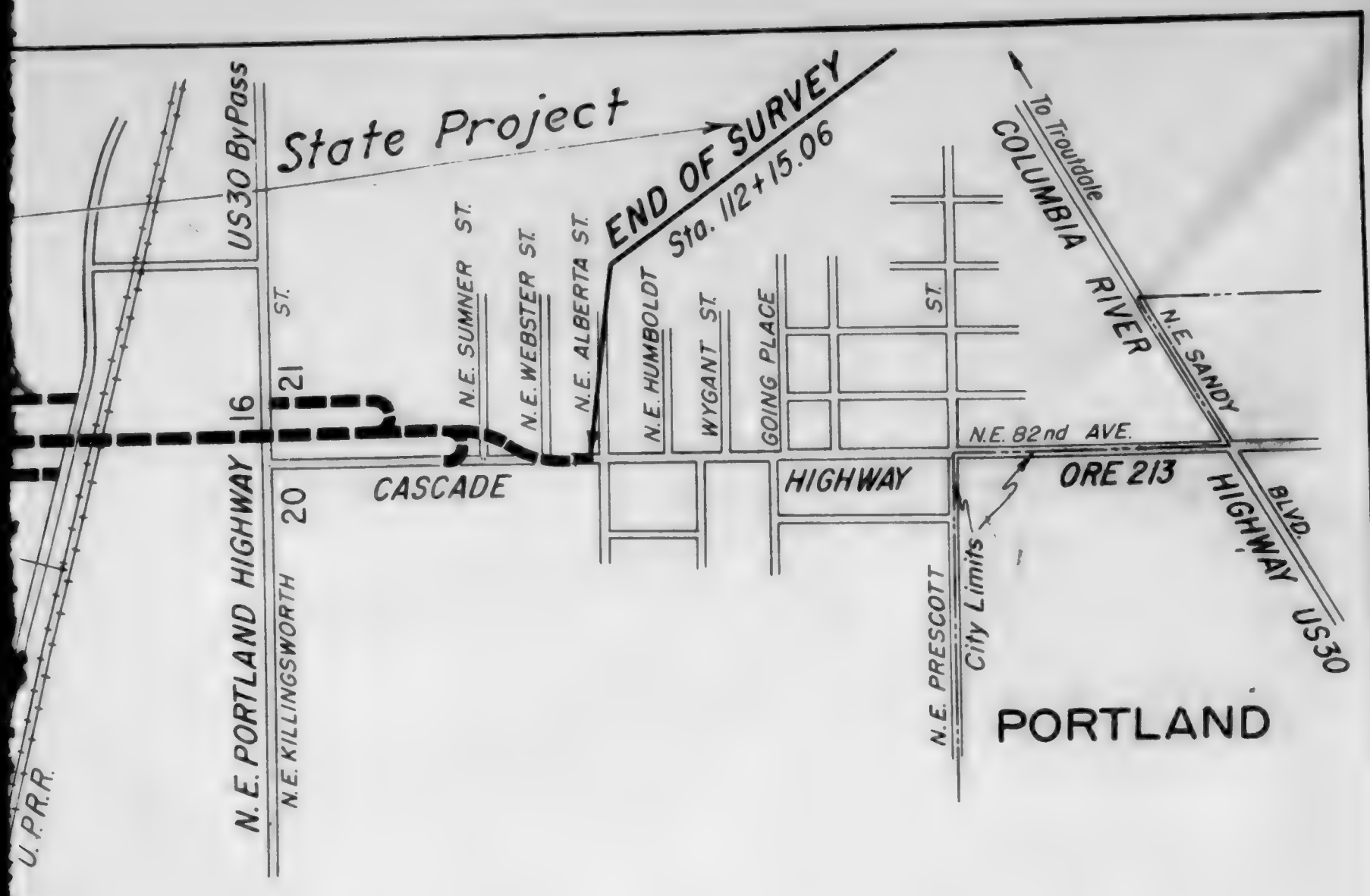
APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date April 4, 1957

For details see DRG. NO. 8B-5-3 April, 19

IR-3-1146



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

PORTLAND INTERNATIONAL AIRPORT-N.E. ALBERTA ST. SECTION

AIRPORT ROAD AND CASCADE HIGHWAY

MULTNOMAH COUNTY

Scale: 1"=660' ± April, 1957

DRG. NO. IR-3-1146

For details see DRG. NO. 8B-5-3 April, 1957

APPROVED
[signature]
HIGHWAY ENGINEER
[illegible], 1957

FORM E30—50M—8-56—66854

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

At Mr. Edwards request I am again forwarding you seven copies of a sketch map of the Portland Airport-N. E. Alberta St. Section on the Multnomah County Road and the Cascade Highway, for use in securing Commission approval of this survey.

Tom Edwards
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:ob

Encls.

RECEIVED
APR 29 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—GOM—6-56—95854

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19th, 1957

SUBJECT: Portland International Airport-
N. E. Alberta Street Section

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I finally got the straight dope on the attached. There are to be two projects, a State project and a County F.A.S. project, both let as one contract with the dirt which is excess in the State project to be used in construction of fills on the County F.A.S. project, and with the balance of the work on the County F.A.S. project being paid for under that project including the drainage, surfacing etc.

Tom Edwards
Construction Engineer

TE:AR

Hold for [illegible]

RECEIVED
APR 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2? 1957
FOR FILING

COMMISSIONERS
THOMAS M. CAMPBELL
CAPT. RALPH F. CAPLES
E. F. DOYLE
L. H. HOFFMAN
DENNIS J. LINDSAY
LUKE L. ROBERTS
FRANK M. WARREN, JR.
L. S. WHITE
W. L. WILLIAMS

GENERAL MANAGER, JOHN J. WINN, JR.

The Port of Portland

P.O. Box 4099 • Portland 8, Oregon
Swan Island

March 22, 1957

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Forest Cooper, State Right-of-Way Engineer

Gentlemen:

Subject: Portland International Airport

Confirming conversations we have had with Mr. Williams, members of the Division Office in Portland, and you, the Air Force has given assurance through Secretary Quarles, that there are no present plans for the extension of Runway 10-28 even though the military will remain at the airport.

Further, should there be any reversal of these plans, the Air Force would be required to defray the cost of the resulting damage to State, County or Port of Portland facilities.

With respect to the water supply line which we also discussed, we have concluded that we cannot gamble on the acquisition of the right-of-way for the proposed freeway and access to the new Terminal Building. However, we are still banking on the fact that said access will be completed to coincide with the opening date for the new Airport Terminal.

We wish to thank you for your cooperation in this matter.

Very truly yours,

THE PORT OF PORTLAND

JOHN J. WINN, JR.
General Manager

WMC:ag
cc: A. G. Skelton, Div. Off.,Portland
P. C. Northrop, County Roadmaster
M. James Gleason, County Commissioner

RECEIVED
MAR 25 1957
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon
March 13, 1957

Mr. Tom Edwards
Construction Engineer
Department

You will recall that considerable preliminary investigation work was done in the North Portland area to lay out the so-called Laurelhurst Freeway, with the future bridge across the Columbia River, and the so-called Cascade Freeway. We established the clearances at the bridges which would be necessary to fit the expansion program of the Port of Portland. In fact, the entire layout was geared to the airport development.

Comes now a letter from the Port of Portland (copy attached), which is self-explanatory, and which indicates that possible extension of the runways made necessary by the abandonment of the Woodburn Airbase would entirely change the picture.

Will you please have the matter restudied in the light of this new development, preparing maps, et cetera, for study. Mr. Winn indicates that they are not happy with the proposal--probably do not wish to go along with it--however, it may be necessary; therefore, we should conclude our studies so that we may be able to intelligently analyze the situation as it affects us.

I have discussed this matter with Mr. Barbee in a preliminary way, as I assume that he will take it from here.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Encl.

COMMISSIONERS
THOMAS M. CAMPBELL
CAPT. RALPH F. CAPLES
E. F. DOYLE
L. H. HOFFMAN
DENNIS J. LINDSAY
LUKE L. ROBERTS
FRANK M. WARREN, JR.
L. S. WHITE
W. L. WILLIAMS

GENERAL MANAGER, JOHN J. WINN, JR.

The Port of Portland
P.O. Box 4099 • Portland 8, Oregon
Swan Island

March 8, 1957

Oregon State Highway Department
Salem, Oregon

Attention: Mr. J. C. Williams, State Highway Engineer

Dear Mr. Williams:

I told you when we met uptown the other day, that the Air Force was having growing pains with regard to Portland International Airport.

We have had nothing official from them yet but unofficially, we have heard they would like to extend runway 10-28 northeast, bringing it to a total length of 10,000 to 12,000 feet. As you know, we have and understanding with the State Highway Commission and County Commission relative to reconstruction of 82nd Street which this idea would apparently disturb greatly.

The Governor and the Port are attempting to obtain from the Air Force their definite plans as to what they want to do. It is quite possible and even probable that The Port of Portland Commission will resist any further expansion by the Air Force at Portland International Airport. However, I wanted you to be fully informed on this matter and would like to have the privilege of discussing it with you in your office sometime in the near future. I would like to bring one of our engineers down and meet with members of your staff, as it might affect the plans of the Higway Commission as well as those of the Port.

Very truly yours,

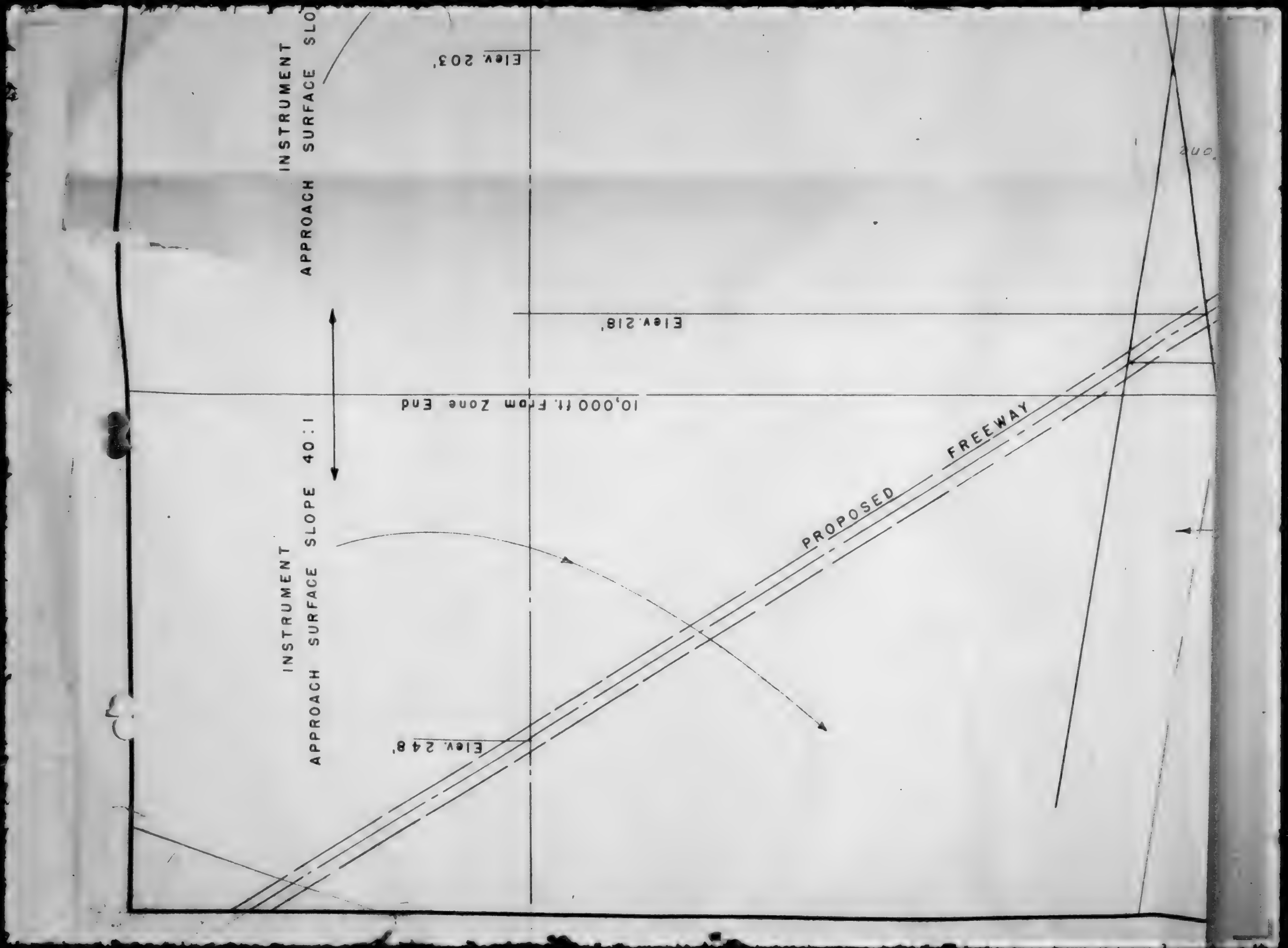
THE PORT OF PORTLAND

John J. Winn, Jr.

JOHN J. WINN, JR.,
General Manager

JJW/pb
Enc.

RECEIVED
MAR 11 1957
OREGON
STATE HIGHWAY COMMISSION


INSTRUMENT APPROACH SURFACE SLOPE 40:1
Elev. 203'
Elev. 218'
10,000 ft. From Zone End
INSTRUMENT APPROACH SURFACE SLOPE
Elev. 248'
PROPOSED
FREEWAY

MENT

CE SLOPE 50 : 1

Elev. 203'

Elev. 183'

℄ FUTURE PARALLEL

7 : 1 Transitional Slope

COLUMB

LLEL RUNWAY

Elev. 143'

PILE
JETTY

LOW

Elev. 103'

TOP

MARINE

N. E.

THE PORT OF PORTLAND

MBIA

JETT

LINE

WATER

ROTATING BEACON

DIKE

DOOLITTLE

RESTAURANT

NORTHWEST AIRLINES

U.S.E. OF NEW DRIVE

Elev. 103'

LOW

TOP

PORT COMPOUND

WEST COAST AIRLINES

UNITED AIR LINES

PARKING

APRO

CEILOMETER

NE

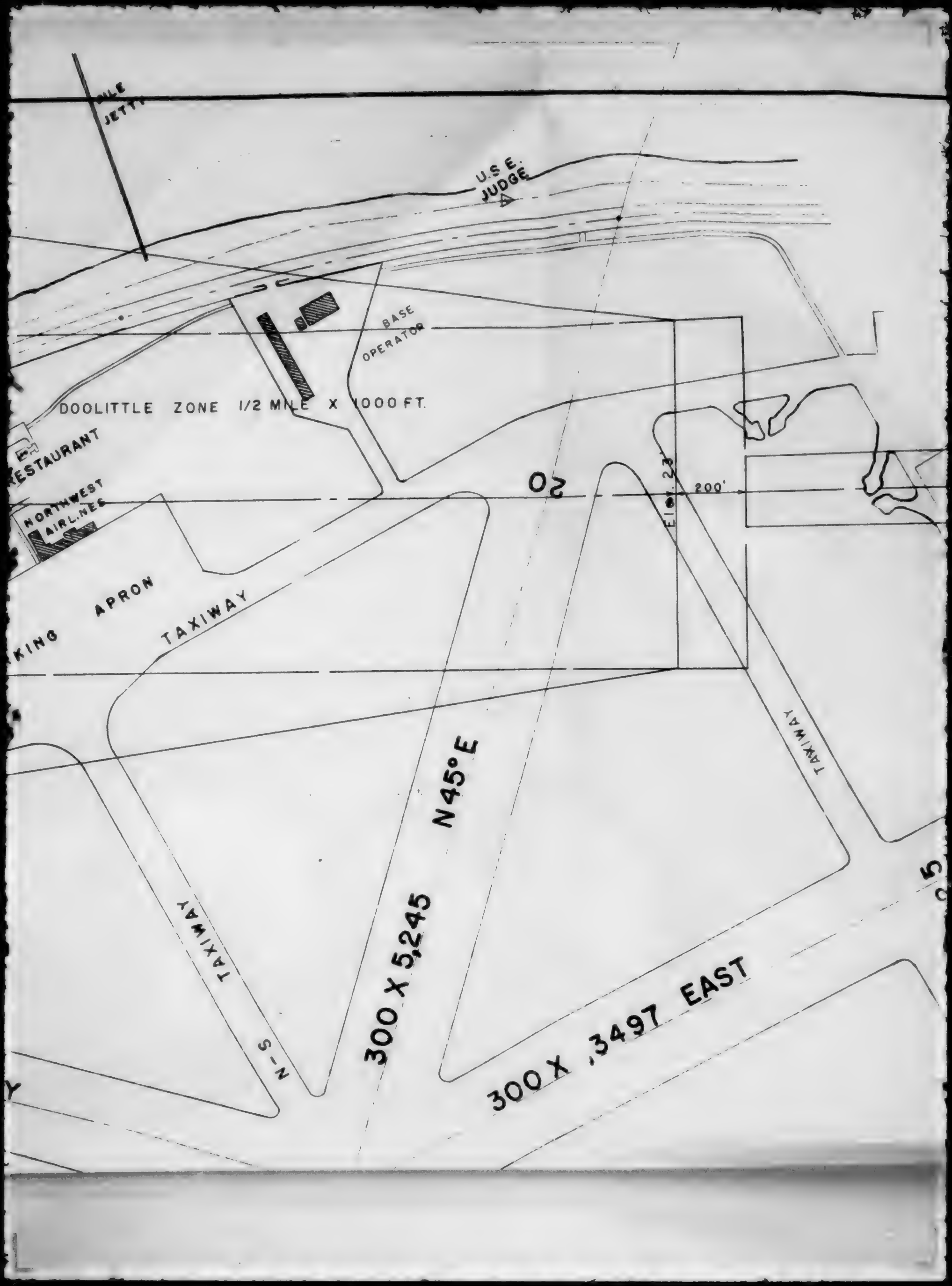
PORT ADMINISTRATION BUILDING

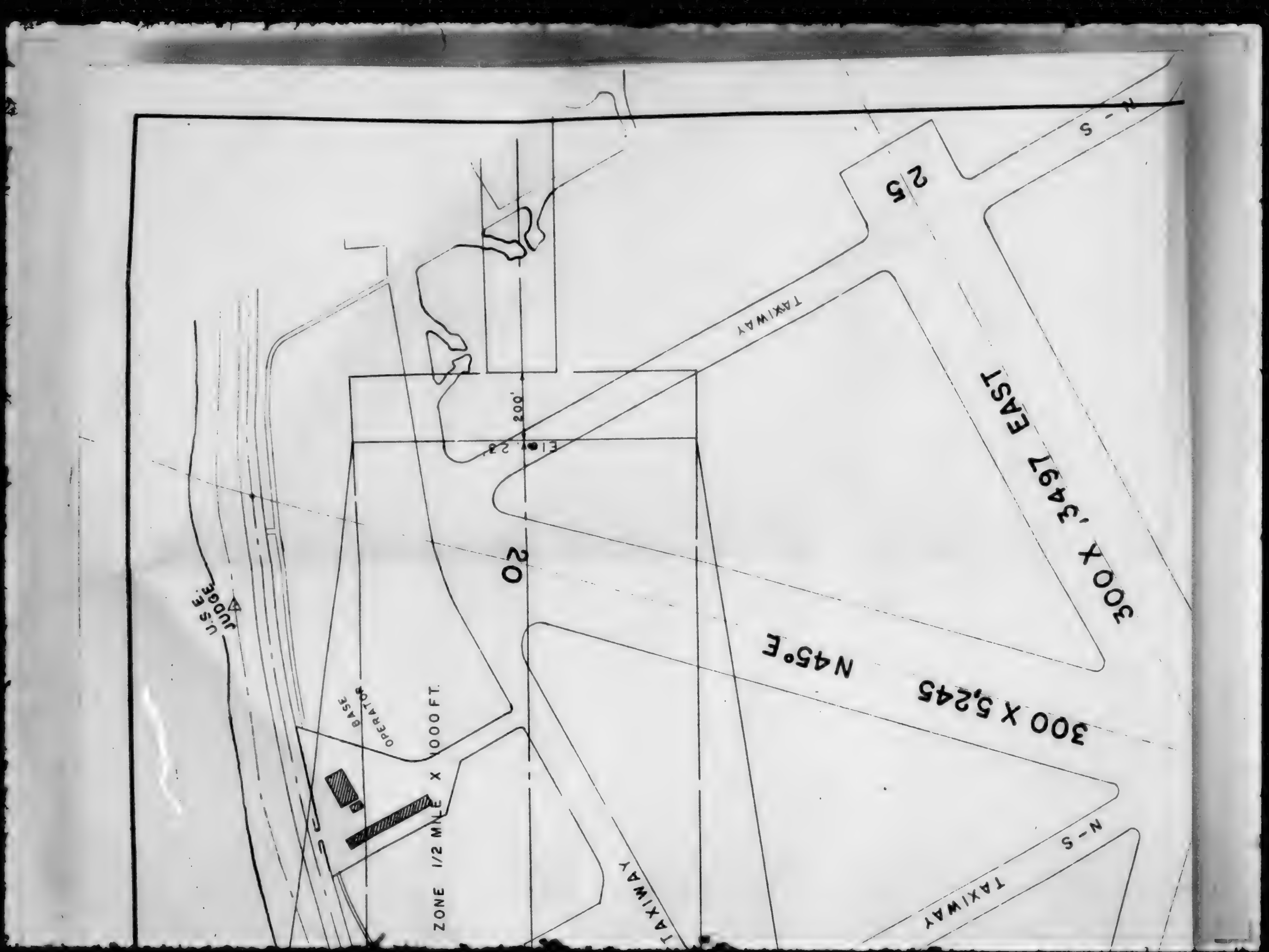
AIRCRAFT

E - W

NORTH

NW-SE RUNWAY


JETTY
U.S.E. JUDGE
BASE OPERATOR
DOOLITTLE ZONE 1/2 MILE X 1000 FT.
RESTAURANT
NORTHWEST AIRLINES
APRON
TAXIWAY
20
200'
EL. 23'
N45°E
300 X 5,245
300 X ,3497 EAST
TAXIWAY
N-S
TAXIWAY


TAXIWAY
25
N-S
300 X 3,497 EAST
300 X 5,245 N45°E
20
U.S. EIGHTH JUDGE
OPERATOR
BASE
ZONE 1/2 MILE X 1000 FT.
TAXIWAY
TAXIWAY
N-S

INSTRUMENT APPROACH
SURFACE SLOPE 50 : 1

Elev. 122'

Elev. 119'

End of Future Clear Z

Elev. 106

End of Future Light Lane

7 : 1 Transitional Slope

Elev. 99

Elev. 79

Elev. 93

Elev. 59

MIDDLE MARKER

200'

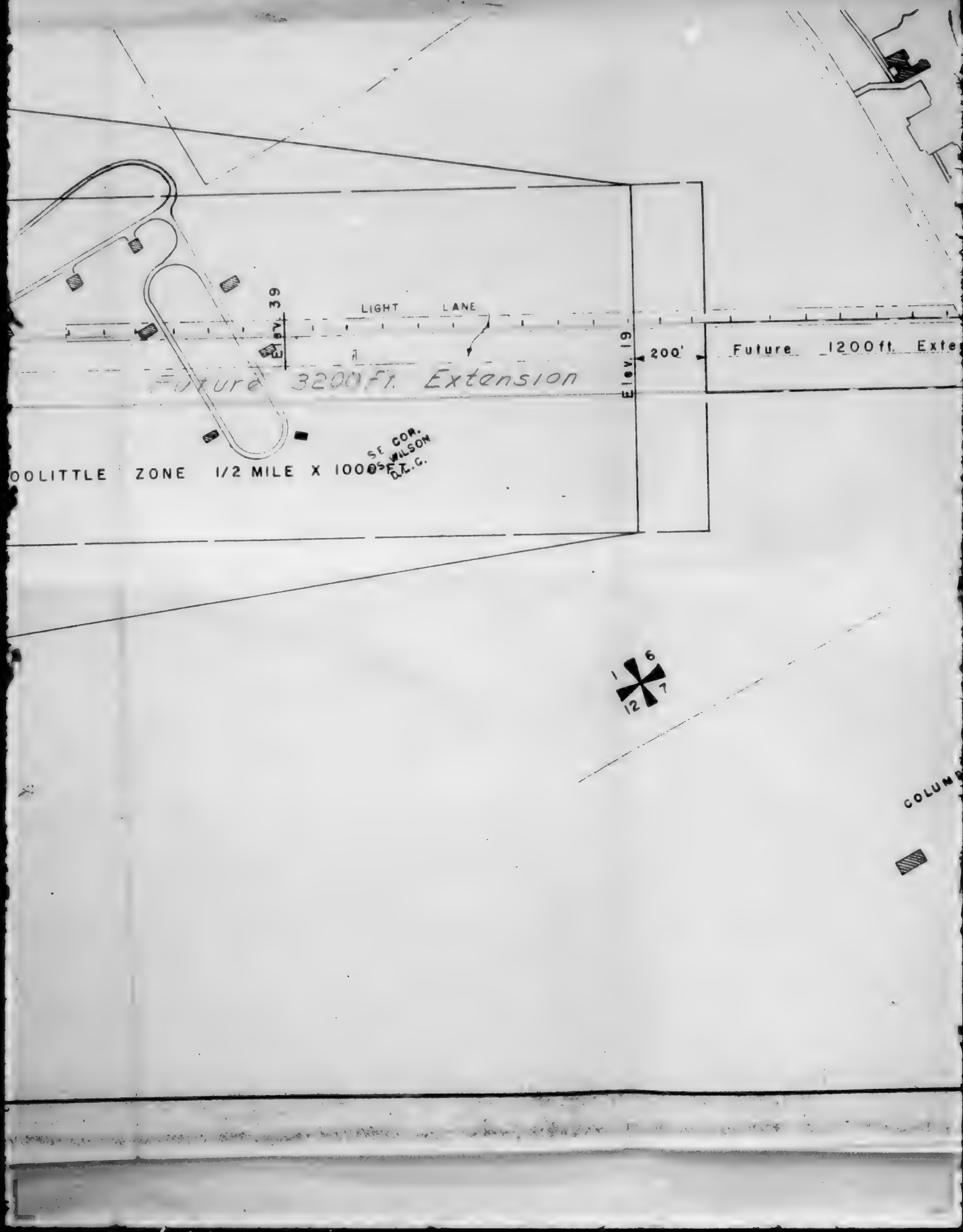
DOOLITT

PROPOSED FREEWAY

110

100

125


LIGHT
LANE
Elev. 39
Elev. 19
200'
Future 1200 ft. Exte
Future 3200 Ft. Extension
SE COR.
WILSON
D.T.C.
OOLITTLE ZONE 1/2 MILE X 1000 FT.
1
6
12
7
COLUMB

GENERAL AIRWAYS

TAXIWAY

E-W RUNWAY

ension

10

S-N

GLIDE PATH UNIT

SW-NE RUNWAY

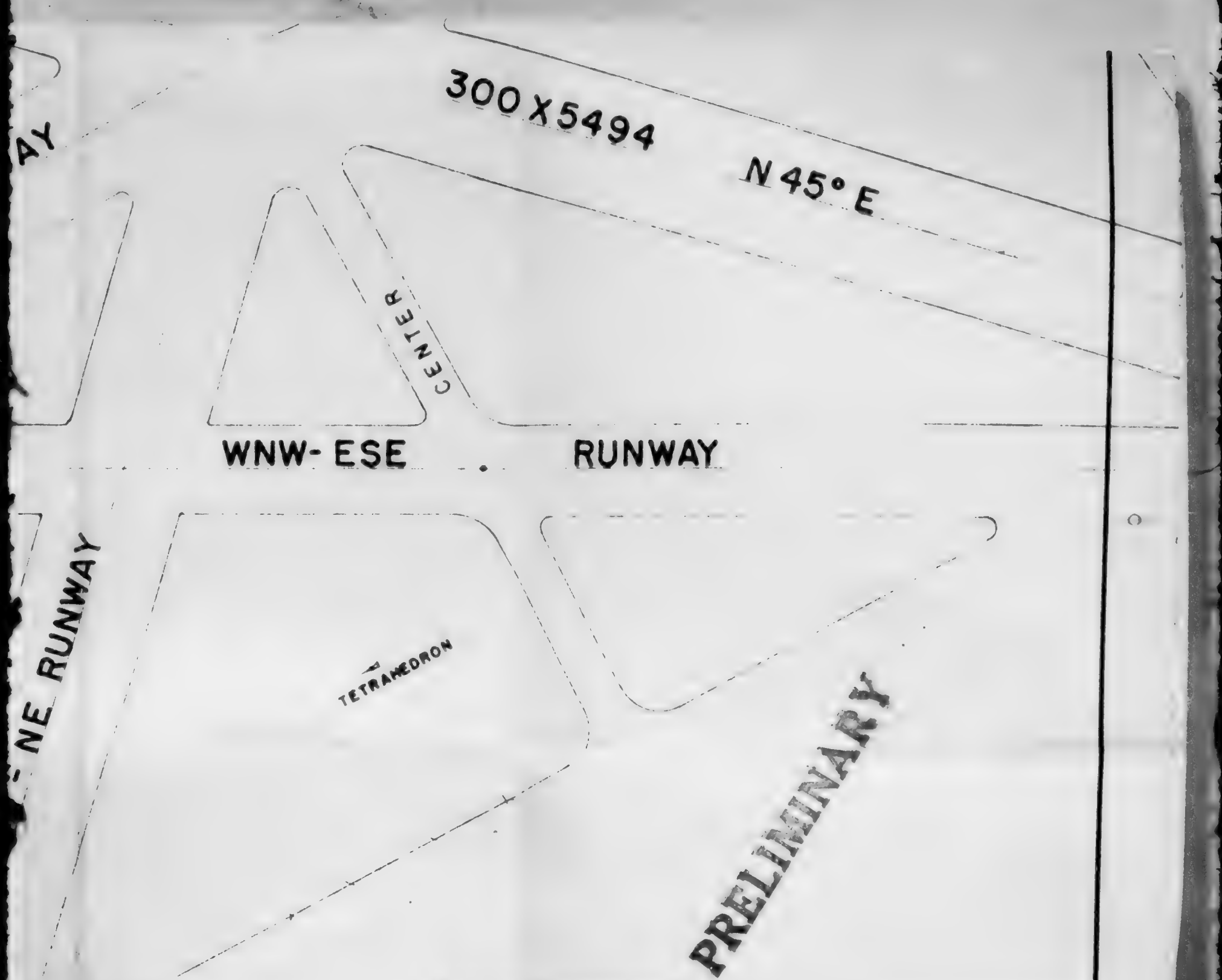
WEST

IA PICKLE CO.

U.S. AIR FORCE

2

NOTE:



NOTE: ELEVATIONS SHOWN ON APPROACH SURFACES ARE ABOVE SEA LEVEL & ON U.S.C.&G.S. DATUM

ELEVATIONS SHOWN THUS 125 ARE EXIST. ZONED ELEVATIONS

THE PORT OF PORTLAND

PORTLAND INTERNATIONAL AIRPORT

RUNWAY APPROACH ZONES - WEST END -

DRAWN BY V. W. COCHRAN	3 - 21 - 56
CHECKED BY F. W. YARBROUGH	1" = 300'
SUBMITTED BY	
APPROVED BY	ENGINEER
	GENERAL MANAGER

Drwg. No. PA 56 - 12 - 1/2

300

250

200

150

100

50

0

Existing
Zoning Elevation
Limit

120

100

110

120

90

80

Proposed Zoning Elevations

1200' V.C.

℄ Runway Approach Zone

℄ Marine Drive

130

140

150

160

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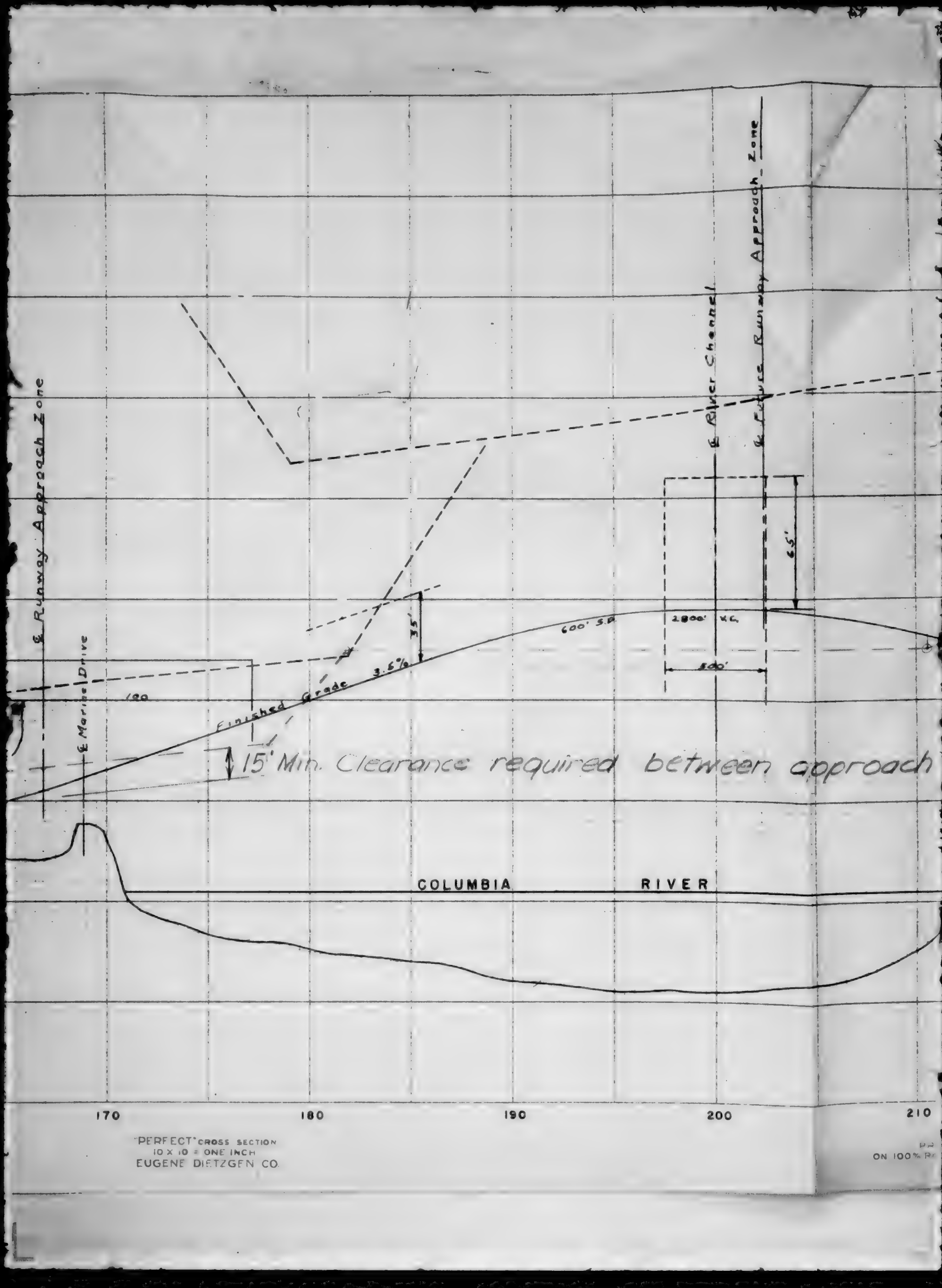
ON 100% RAG PAPER MADE IN U.S.A.


℄ Runway Approach Zone
℄ Marine Drive
℄ River Channel
℄ Future Runway Approach Zone
100
Finished Grade 3.5%
35'
600' S.P.
2800' V.C.
800'
15' Min. Clearance required between approach
COLUMBIA RIVER
170
180
190
200
210
"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.

200

100

3.5%

ch and highway surfaces.

℄ S.P. & S. R.R.

℄ Hwy.

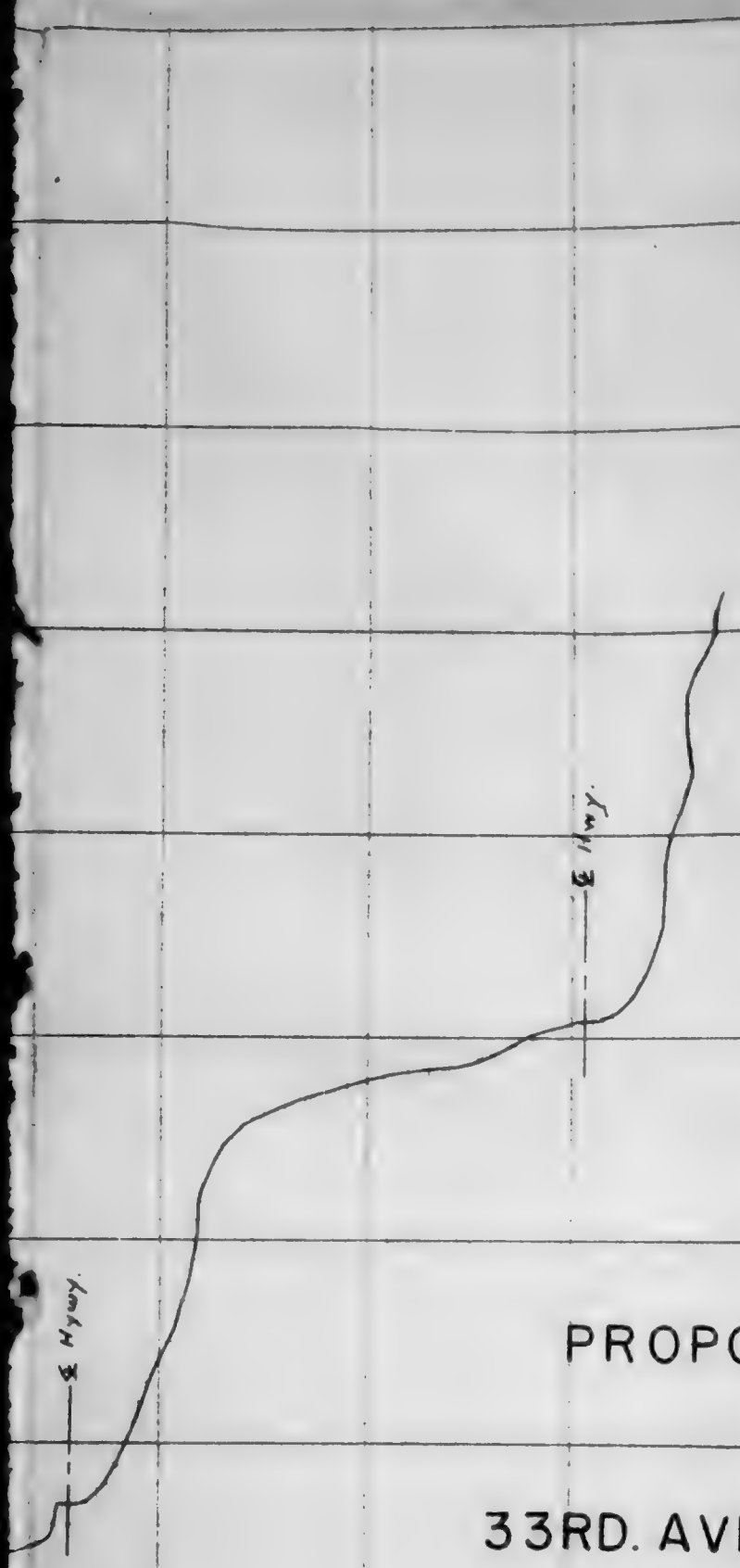
℄ Hwy.

0

210 220 230 240

PRINTED IN U.S.A.
100% RAG PAPER MADE IN U.S.A.

"PERFECT" CROSS SECTION
10 X 10 = ONE INCH
EUGENE DIETZGEN CO.



PROFILE
PROPOSED INTERSTATE
BRIDGE

33RD. AVE EXTENSION ROUTE

SCALE: 1" = 500' HORIZ. 1" = 50' VERT.
BY V. W. C. 3 - 20 - 56

Drwg. No. PA 56 - 12 - 2/2

"PERFECT" CROSS SECTION
10 X 10 - ONE INCH
EUGENE DIETZGEN CO

PRINTED IN U.S.A.
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MAR 6 1957
FOR FILING

I-364(2)
UI-364(2)
5240

Salem, Oregon
February 20, 1957

Cost estimate - 82nd Street extension at Killingsworth

Mr. Tom Edwards
Construction Engineer

Please give me a firm cost estimate on the 82nd Street extension at Killingsworth. I refer to the State portion only.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

Program Projects

52nd Ave Extension

State

Structures

Killingsworth	$ 70,000
Columbia Blvd	76,000
Fencing	195,000 includes shoofly
	$ 341,000
20%	69,000
Total Structure	410,000

Detour at Killingsworth & Columbia $ 10,000

Grading and Paving Sta 87 to 113 $ 347,000

State Total $ 767,000

Used Broadwell added change 15% 70% Eng

County

Grading & Paving 29th - 57th $ 237,700

Total $ 1,004,700

NOTED
FORREST COOPER

RECEIVED
JAN 2 1957
FOR FILING
S-36(2)
S-36(2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1957

SUBJECT:

To: MEMO TO THE FILES

On December 19, 1956, Messrs. Henshaw and Vernon Jones of the U. S. Corps of Engineers contacted L. P. Shaw regarding State plans for construction of the 82nd Avenue extension to the Portland Columbia Airport.

Their plans were to incorporate possible State right of way into a diking project which they are designing. Right of way for a future roadway east of the airport and connecting to a Columbia River bridge in that vicinity would lend itself to their use and any embankment they might place for dikes would be of some value in constructing a highway.

The location of the bridge and connecting roadway have received only reconnaissance-type study and are not considered in the next 10-year program. Since the Corps of Engineers' work is proposed for the immediate future, any such long range planning cannot be included in their design.

Messrs. Henshaw and Jones were shown the sketches of the proposed new bridge and its southerly approach. Also, they were shown the plans for the extension of 82nd Avenue to a point approximately 600 feet north of Columbia Boulevard. The first was ruled out of their planning by the State's time schedule for construction, the second would not serve their purposes due to location and elevation. Their decision was to develop a diking plan independently of any long range highway program.

Tom Edwards
Construction Engineer

By Lloyd P. Shaw

Lloyd P. Shaw
Urban Engineer

LPS:jc

cc Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
JAN 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1956
FOR FILING

Salem, Oregon
December 14, 1956

82nd Avenue extension
Sandy Boulevard-Columbia
Boulevard section

Mr. Tom Edwards

We have advised Multnomah County that the northerly end of the 82nd Avenue extension will be 600 feet northerly from Columbia Boulevard. Our programming with the Bureau of Public Roads calls for 600 feet northerly from the railroad track which lies just south of Columbia Boulevard. In order that our dealings with the County be not further complicated, we will change the designation with the Bureau to show the northerly end of the project at a point 600 feet north of the center line of Columbia Boulevard. This will also affect the county FAS project extending from 82nd Avenue to the Airport.

Mr. Swenson will take care of the adjustment of the program through Mr. Probert, and I would request that you see that the plans for our project correspond with these termini.

G. S. Paxson

GSP:gm

cc Mr. W. C. Williams
Mr. C. G. Swenson

RECEIVED
OCT 9 1956
FOR FILING

October 9, 1956

Mr. Paul C. Northrop
County Roadmaster and Engineer
of Multnomah County
2115 S. E. Morrison
Portland 15, Oregon

Dear Sir:

In reply to your letter of October 3, which refers to the 82nd Avenue extension northerly to the airport, I wish to advise that the point at which the State section would end is 600 feet northerly from Columbia Boulevard rather than 1,200 feet. According to our estimates, the State's portion would cost $775 and the County's portion $261. I am attaching a map which shows the details.

If and when the future route of the Cascade Freeway is extended northeasterly, the State will build the necessary structure on the freeway and connecting link for northbound traffic to the airport.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Forrest Cooper

FC:me fn

OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE SURVEY

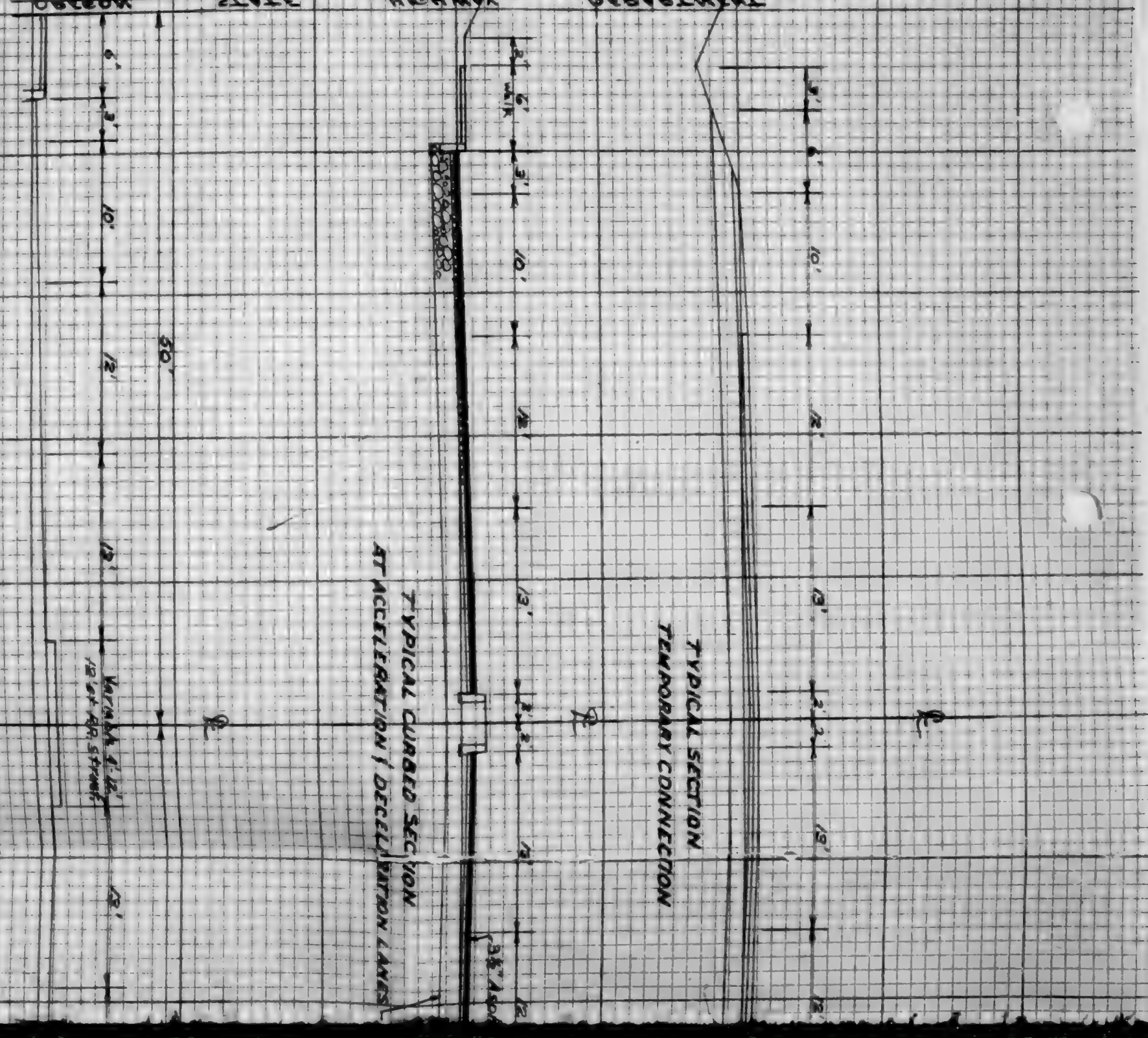
PROFILE OF

NEAL-VALE EXTENSION

TOMAHAWK ST. TO ALBERTA ST.

ON BROADWAY ROAD

DECEMBER 1932



OREGON STATE HIGHWAY DEP

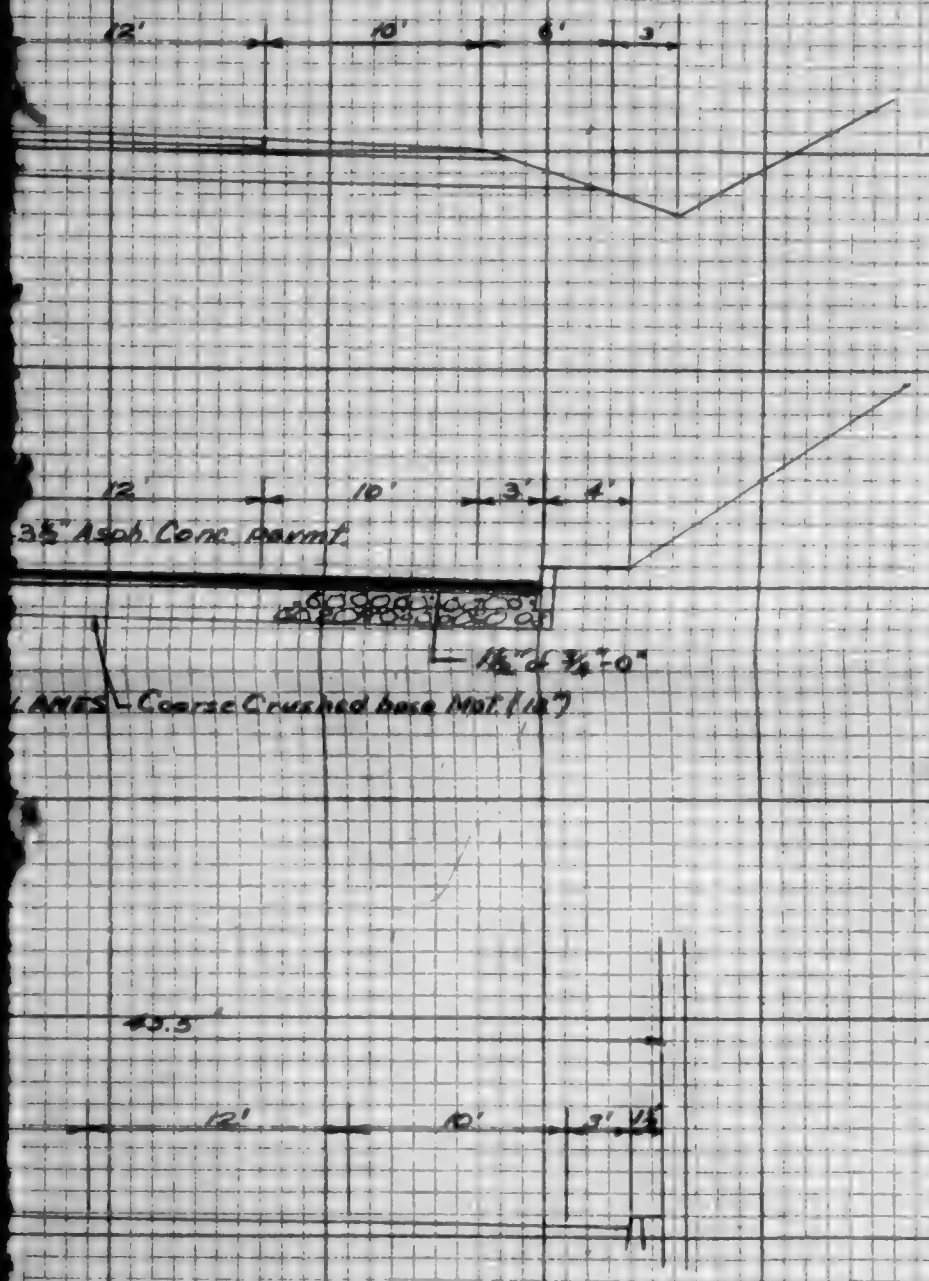
RECONNAISSANCE SURVEY

PROFILE OF

N.E. 82ND AVE. EXTENSION

LONBARD ST. TO ALBERTA ST.

DECEMBER 1955 HC BROADWEL



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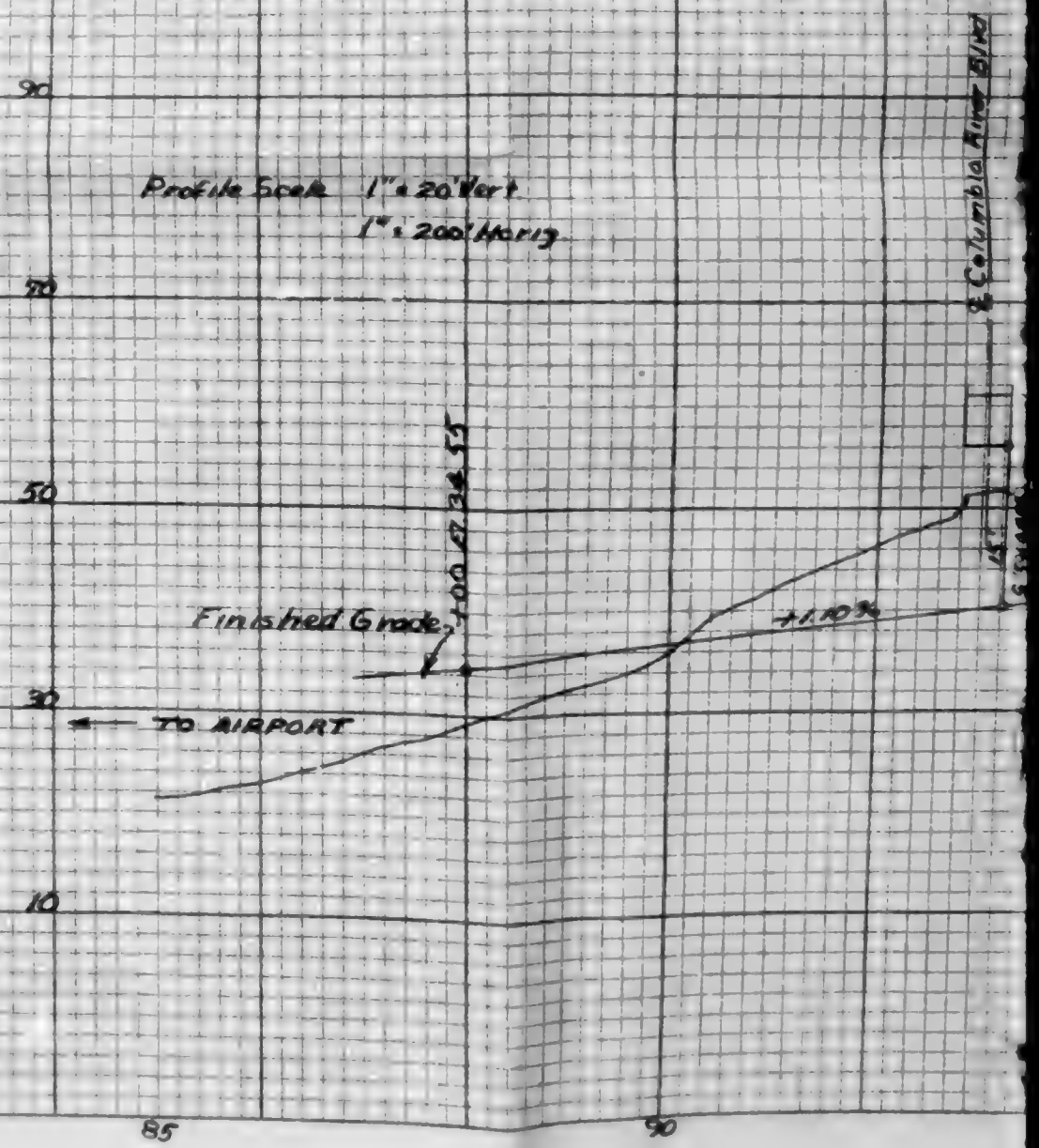
1" = 200' Horiz.



PARTMENT

ELL LOC. ENG.

E. Main Tract

E. Kilpatrick

15' Clearance

15' Clearance

15' Clearance

700' VC.

+3.00%

+50 EL 45.0

+50 EL 84.0

+50 EL 130.0

+2.30%

300' VC.

Temporary Connection To NE 82nd Ave.

+8.00%

200' VC.

Grade for Future Cons

COLUMBIA RIVER BLVD.

NE 82nd Ave

EL 50.00

EL 63.0

+3.95%

350' VC.

+0.95%

EAST

95

100

105

110

OREGON STATE HIGHWAY DEPARTMENT

RECOMMENDED PROFILE OF MT. SCOTT EXTENSION

LOMBARD ST. TO ALBERTA ST.

PROPOSED IMPROVEMENT FOR ENG.

DECEMBER 1932

COMMISSIONERS
M. JAMES GLEASON
AL L. BROWN
JACK BAIN

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES

2115 S.E. MORRISON
PORTLAND 15, OREGON
CA 7-8441

October 3, 1956

REFERRED TO
Cooper
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

The Board of County Commissioners has approved the joining with the State in the building of an access road to the new airport on N. E. 82d Ave.

It is my understanding that the County is to build the road from a point approximately 1200 feet north of Columbia Boulevard to the airport and that the State is to do all the construction south of this point. It is our present plan to do our portion of the work under the Federal Aid Secondary, and for your information we will make the necessary application to get this in the Federal Aid Secondary immediately.

Yours very truly,

P. C. NORTHROP
Roadmaster

PCN/sw

NOTED
FORREST COOPER

RECEIVED
OCT 1 1956
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
M. JAMES GLEASON
AL. L. BROWN
JACK BAIN

COUNTY OF MULTNOMAH

BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND 4, OREGON

October 3, 1956

The Port of Portland
P. O. Box 4099
Portland 8, Oregon

Mr. P. C. Northrop
Roadmaster
2115 SE Morrison Street
Portland 15, Oregon

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held October 2, 1956, the following action was taken:

Rec Roadmaster in re req the Port of Portland that Mult Co, with such cooperation as may be obtained from the State, construct the nec exten of 82nd Ave from Killingsworth St to the new airport entrance road, that if said work is to be done, that the $202,000. nec to extend Mult Co's portion of NE 82nd Ave be financed through Fed Aid Secondary and the $45,000. to improve NE Lombard St and so forth be taken from the regular Rd Fund, the reason being for such div of cost is that it would not be the desire of the Rd Dept to make that small section of Lombard St a Federal Aid Secondary

ORDERED that said recommendation of the Roadmaster be hereby adopted as the order of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By _____
Clerk of Board

DD

RECEIVED
MAR 8 - 1956
FOR FILING

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7th, 1956

SUBJECT: 82nd Avenue Extension North
Cascade Freeway

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

W. C. WILLIAMS

The Highway Commission at their March meeting approved a detailed survey of the 82nd Avenue Extension toward the Portland International Airport as per Item 31 of the agenda.

Will you please proceed with a survey for accomplishing this. The limits of the detailed survey should be from N. E. Alberta Street to a point approximately 600 feet north of N. E. Columbia Boulevard. Attached is a sketch map showing this section.

It is quite probable that you will have to do some work farther north on the Cascade Freeway so as to get the location of the line established. I am forwarding herewith a sketch map on which is shown the approximate location of the Cascade Freeway necessary to clear the Portland Airport flight pattern. It is possible some investigation should be made on the airport leg so that a suitable grade can be arrived at.

Please submit survey authorization in the near future and plan to have this work done.

L. H. Young
Ass't. Construction Engineer

LHY:AR
Enc. 2

cc to: W. C. Williams

RECEIVED
FEB 20 1956
FOR FILING

February 17, 1956

Oregon State Highway Commission

Gentlemen:

You will remember that several months ago you requested me to make an investigation and estimate of cost of extending 82nd Avenue from Killingsworth Street on the north to a connection with the proposed new access to the Portland International Airport. We started this investigation and found that Multnomah County had started a survey, so we discontinued further work at the time.

Multnomah County, however, did not complete the survey and withdrew its investigation and study. We, therefore, in line with your instructions, completed the survey.

The total cost of constructing a four-lane highway separating the grades of both N. E. Killingsworth Street and N. E. Columbia Boulevard and the Union Pacific Railroad tracks is estimated at $2,036,000. Of this amount the construction of a section which would ultimately fit into the proposed Cascade Freeway (82nd Avenue) is estimated to cost $775,000. The portion that would extend northerly from that point and would not be on the state highway system is estimated to cost $261,000.

Owing to the vital importance of providing adequate highway to the airport, I would suggest that we give consideration to a plan somewhat as follows:

1. That the State extend the Cascade Secondary Highway northerly over such distance as would be common with the ultimate Cascade Freeway and construct this section as a federal-aid urban project, which, as stated above, is estimated to cost $775,000.

2. That Multnomah County and/or the Portland International Airport arrange for the construction of the remaining section, estimated to cost $261,000.

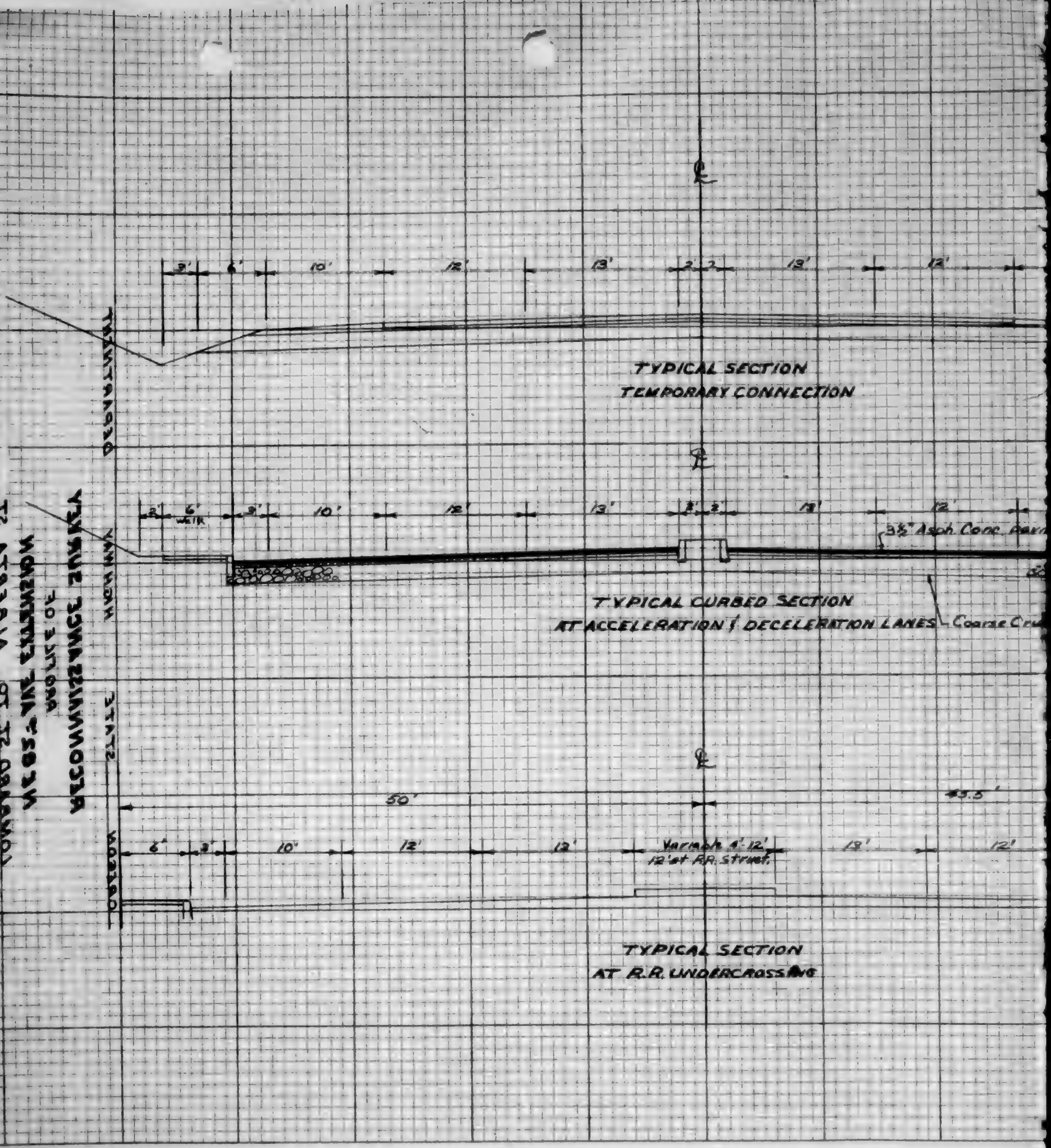
This matter will be on the agenda for your consideration, and I will have necessary maps to indicate to you the proposed layout.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. C. H. Maison

WCW:ms fn


3'
6'
10'
12'
13'
2'
2'
12'
12'
TYPICAL SECTION
TEMPORARY CONNECTION
2'
6'
with R
3'
10'
12'
13'
2'
2'
12'
12'
3½" Asph. Conc. Pave
TYPICAL CURBED SECTION
AT ACCELERATION & DECELERATION LANES
Coarse Co
50'
53.5'
6"
3'
10'
12'
12'
Variable 4'-12'
12' at R.R. Struct.
18'
12'
TYPICAL SECTION
AT R.R. UNDERCROSSING

OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE SURVEY

PROFILE OF

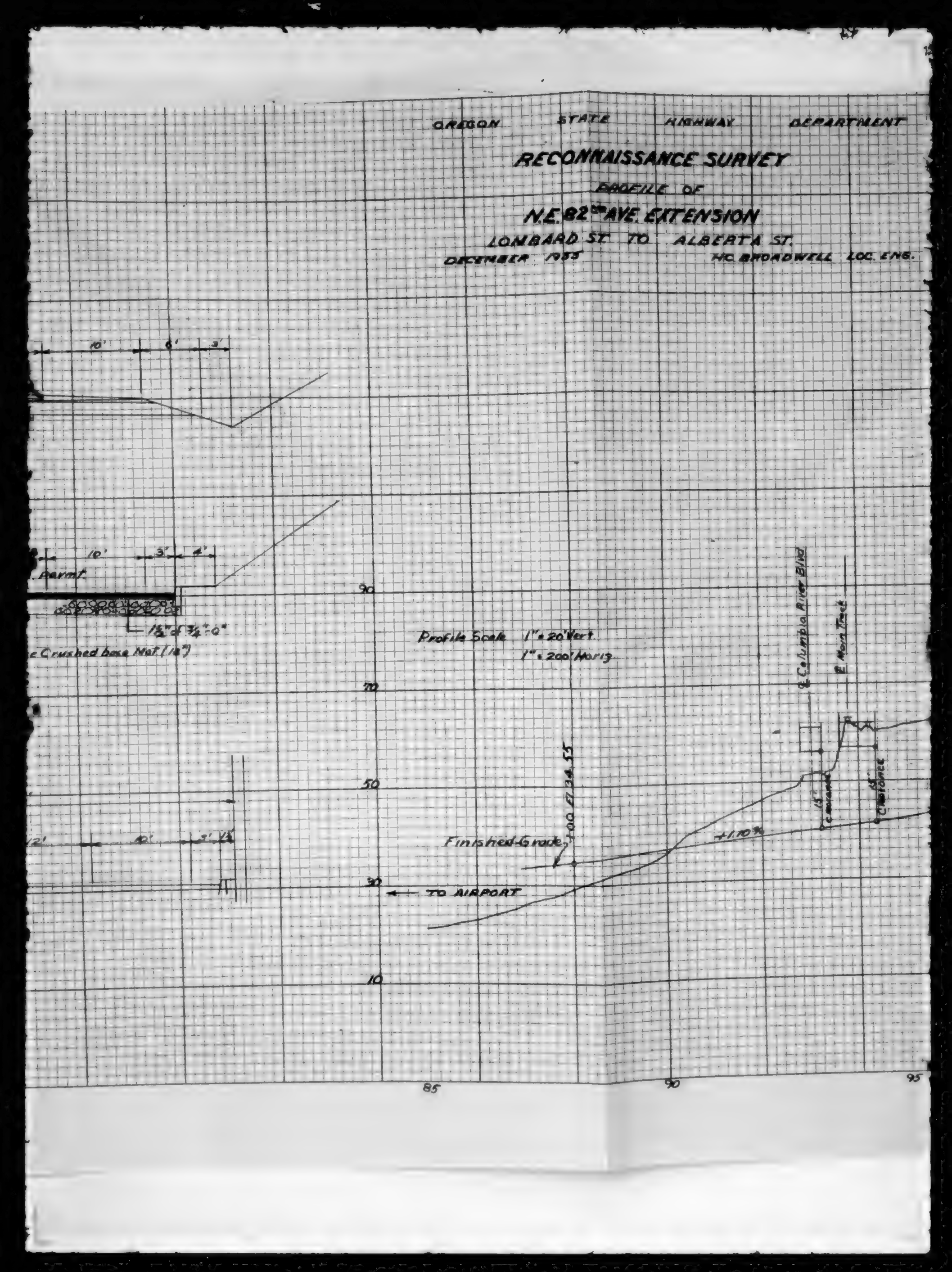
N.E. 82nd AVE. EXTENSION

LOMBARD ST. TO ALBERTA ST.

DECEMBER 1955

H.C. BROADWELL LOC. ENG.

Profile Scale 1" = 20' Vert.
1" = 200' Horiz.



NT

NG.

+30 El 116.0

+2.90%

TO OREGON

Temporary Connection
To NE 82ND Ave.

300' VC.

+8.00%

Grade For Future Const.

200' VC.

E. Ry. Highway

+5.00%

15' Clearance

+30 El 84.0

700' VC.

+30 El 45.0

COLUMBIA RIVER BLVD.

℄ NE. 82nd Ave Ext.

70

60

50

El 63.0

El 50.00

+3.85%

330' VC.

-4.54%

+0.65%

← EAST

95

100

105

110

DECEMBER 1922

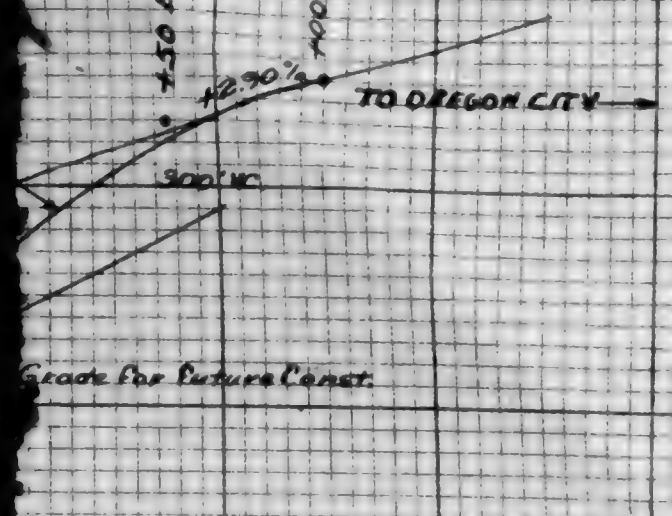
TO ACCOMPANY PETITION OF CITY OF PORTLAND TO VACATE EXCESS OF NE. 82nd AVE. RIGHT OF WAY

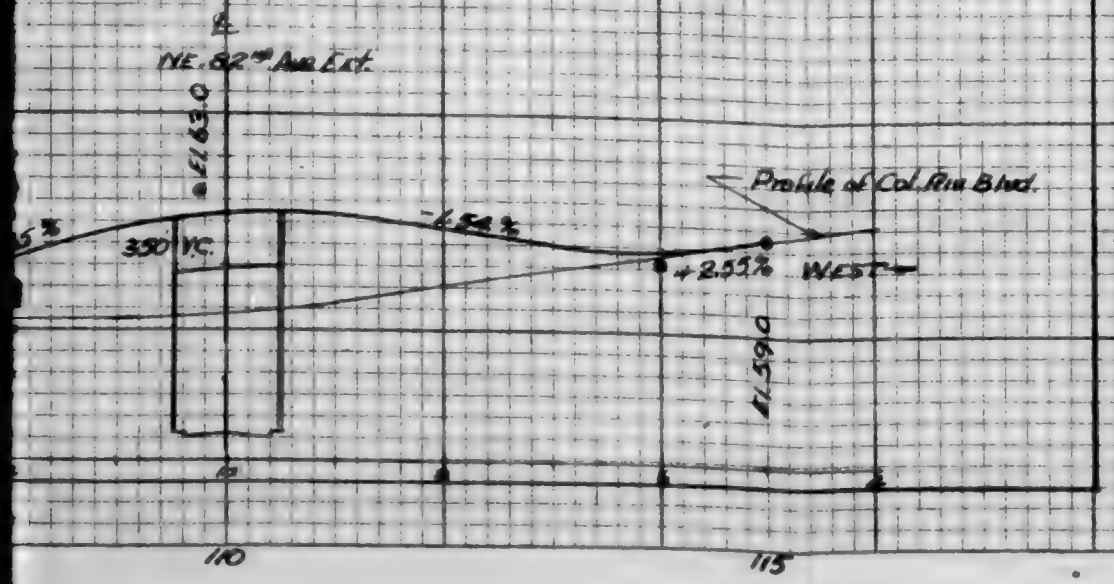
RECOMMENDED FOR APPROVAL

DEPARTMENT OF PUBLIC WORKS

STATE HIGHWAY ENGINEER

OREGON





OREGON STATE HIGHWAY DEPARTMENT

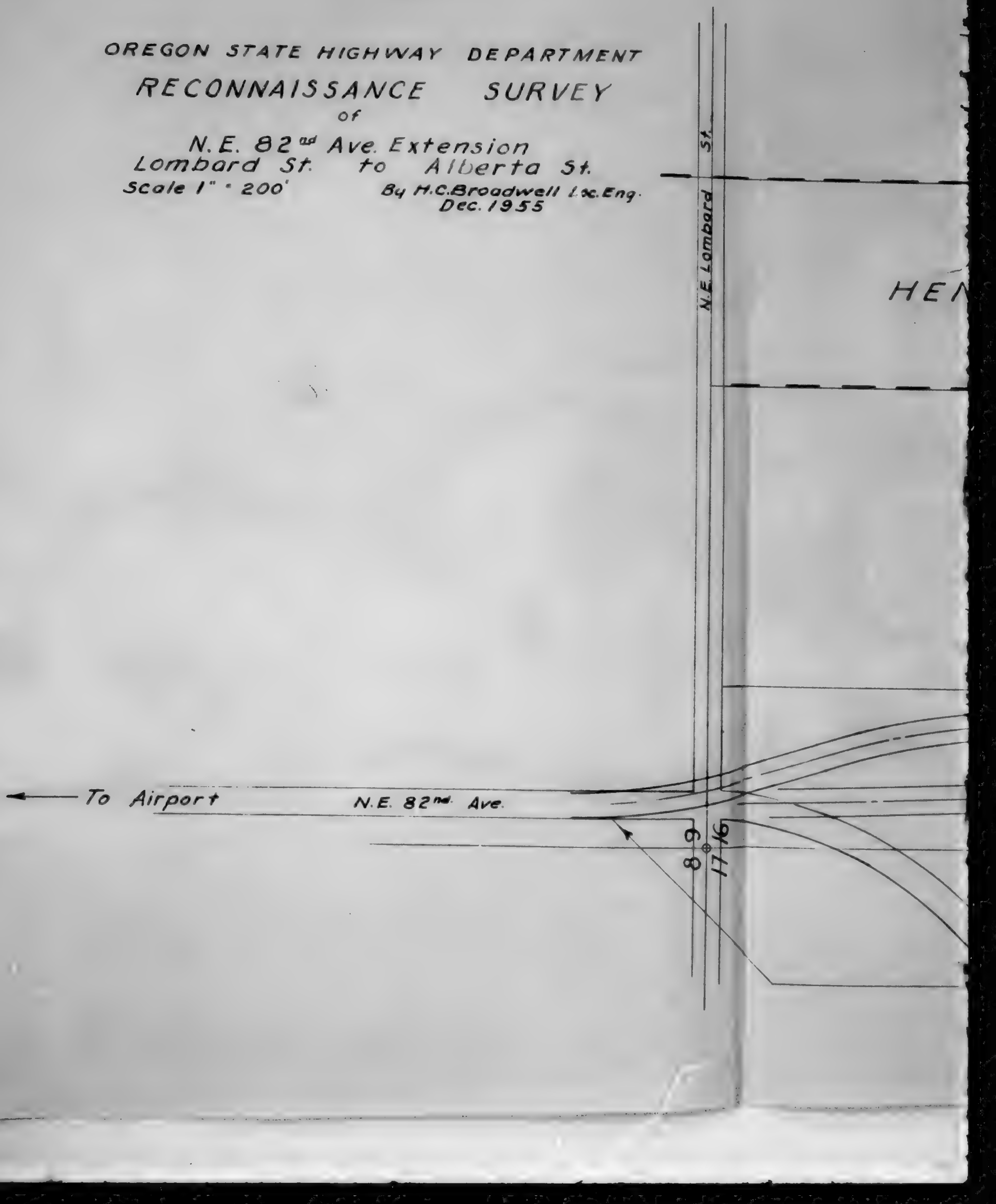
RECONNAISSANCE SURVEY

of

N.E. 82nd Ave. Extension
Lombard St. to Alberta St.

Scale 1" = 200'

By H.C. Broadwell Lx. Eng.
Dec. 1955



HENRY HOLTGRIEVE D.L.C.

THOS. CULLY D.L.C.

Prop. Line

Suggested 4 lane road

Alternate 4 lane road

N.E. Alderwood Rd.

4 lane
Lombard to
Multnomah

T. 1 N., R. 2 E., W.M.

GEORGE M. LONG D.L.C.

Future Cascade Freeway

Future construction by

St

ne road to 82nd
d to be built by
moh County

.L.C.

truction by State Hwy

Structure for 2 lane Hwy

N.E. Columbia Blvd.

O.W.R.&N. Co.

N.E. Killingsworth St.

Structure for 1 Main and 2 Industrial R.R. lines.

1716

2120

Under crossing Structures, access legs and highway to be built to Freeway standards by State Hwy.

ESTIMATE	
Grade & Pave.	$246,000
Structures	268,000
R/W	261,000
TOTAL	$775,000

N.E. 87th Ave.

HELENSVIEW

REPLAT (4)

N.E. 86th Ave.

N.E. Killingsworth St.

N.E. Sumner St.

N.E. Webster St.

N.E. Alberta St.

N.E. Humboldt St.

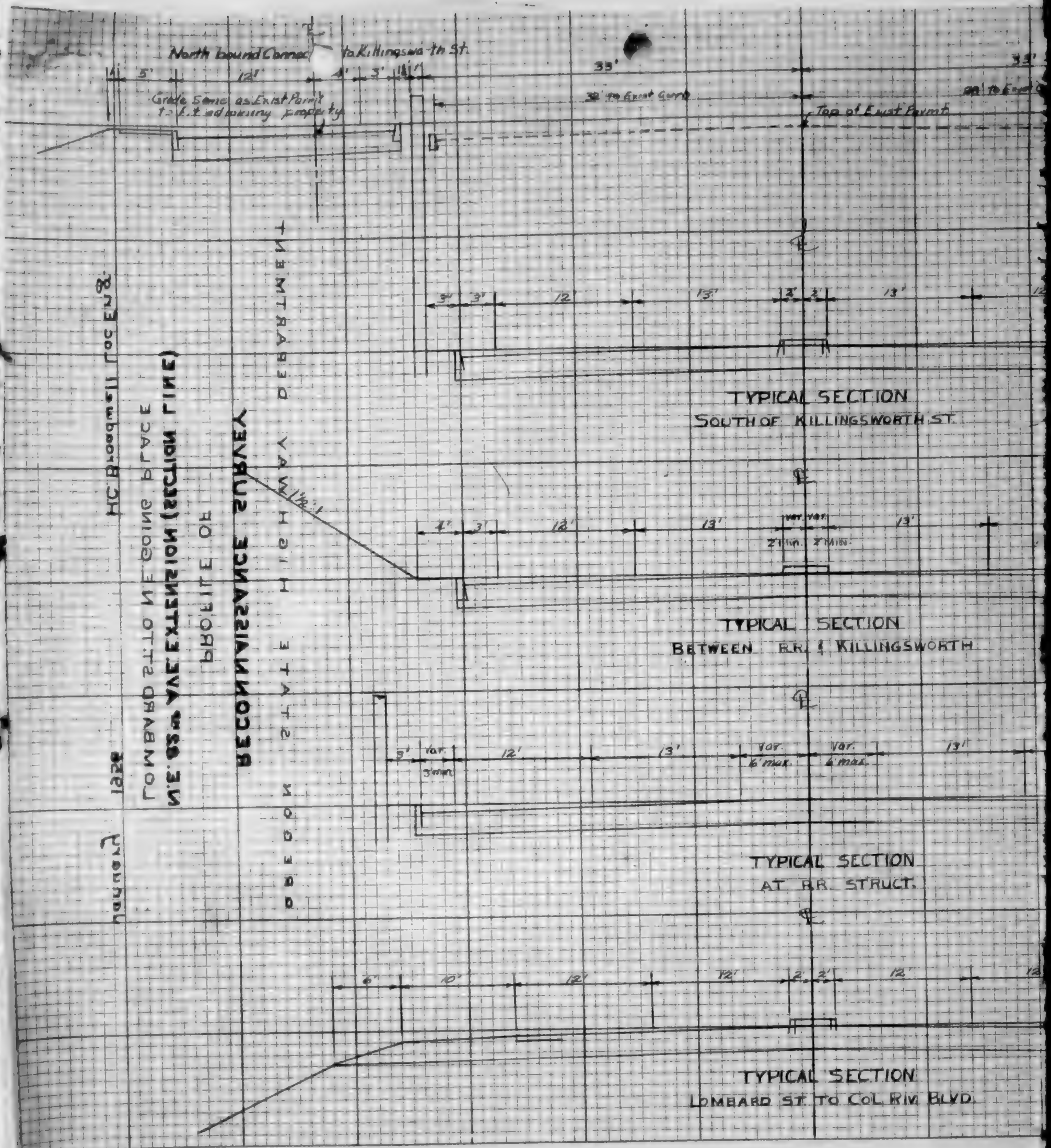
9 8 7 6

Structure for 4 lane Hwy

16 20 Curb N. E. 82nd Ave.

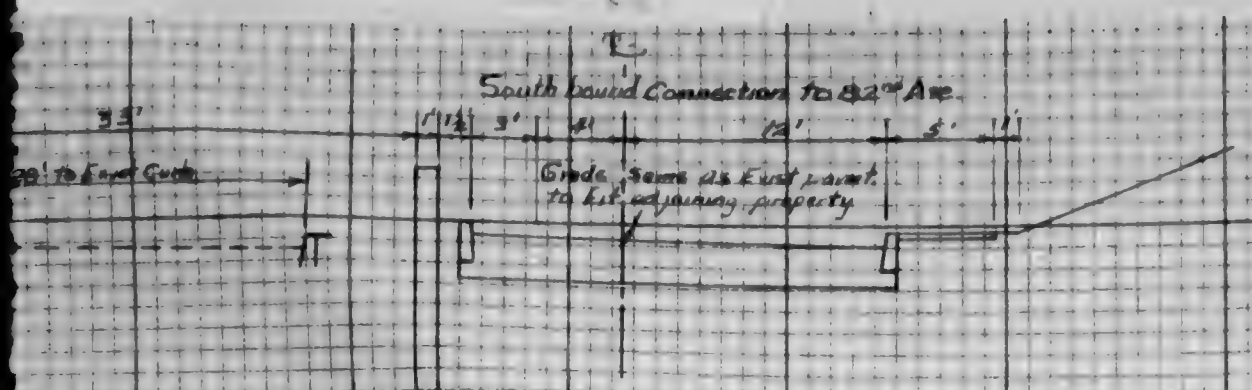
17 21 Curb

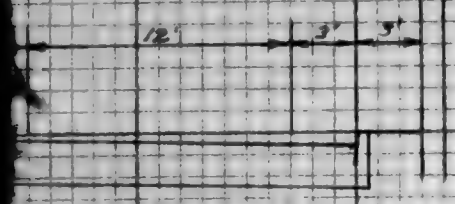
Main R.R.

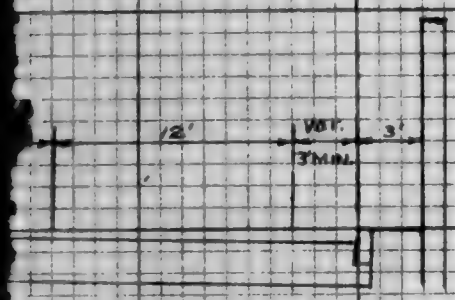

North bound Connec to Killingsworth St.
5'
12'
4'
3'
Grade Same as Exist Parrit
to E.T. and adjoining property
35'
30' to Exist Curb
Top of Exist Pavmt
3'
3'
12'
13'
3'
3'
13'
TYPICAL SECTION
SOUTH OF KILLINGSWORTH ST.
4'
3'
12'
13'
var.
2' min.
var.
2' MIN.
13'
TYPICAL SECTION
BETWEEN R.R. & KILLINGSWORTH
5' var. 3'min.
12'
13'
var. 6' max.
var. 4' max.
13'
TYPICAL SECTION
AT R.R. STRUCT.
6'
10'
12'
12'
2'
2'
12'
12'
TYPICAL SECTION
LOMBARD ST. TO COL. RIV. BLVD.
N.E. 85th AVENUE EXTENSION (SECTION LINE)
LOMBARD ST.
1258
Hancock
SECOND YEARLY SCHEDULE
NEW TRAVERSE
PROPOSED STONE PAVE
HC Broadwell Rec End.

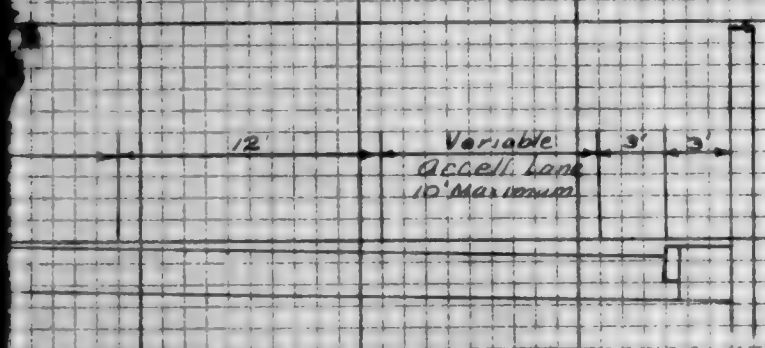
OREGON

Janua

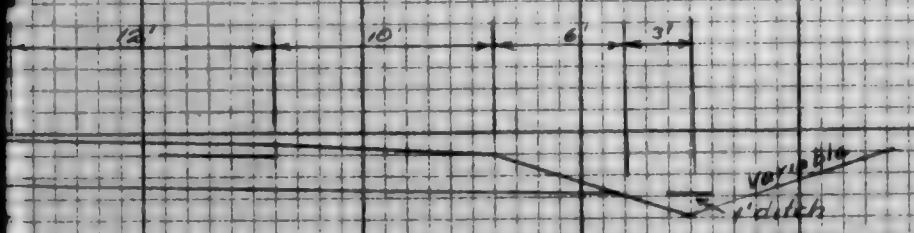








Scale 1" = 20' Vert.
1" = 200' Horiz.



REGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE SURVEY

PROFILE OF

N.E. 82nd EXTENSION (SECTION LINE)

LOMBARD ST. TO N.E. GOING PLACE

January 1956 H.C. Broadwell Loc Eng

+00 Inst del 72°CMP-268'

STRUCTURE
110'x80'

+00 Inst del 72°CMP-240'

+50 Inst del 72°CMP-244'

Slough

Slough

Lake

Slough

+00 Inst del 72°CMP-

+00 Inst del 72°CMP-

100 Inst. 18" Cond. P. -126'

E Col. Run Blvd

Cherry Trail

Spur Track #1

Spur Track #2

15' Chain

700' VC.

100 El. 45.00

+40 El. 42.4

El. 40.7

15 Chain

+1.00%

00 VC.

Inv. E 28.00

0

51°25'23"W.

Section Line?

90

85

90

95

+50 El 122.30

+ 1.02

℄ Killingsworth

+5.00%

45' diam. ⊙

+40 El 62.0

VC.

S 1° 11' 23" W

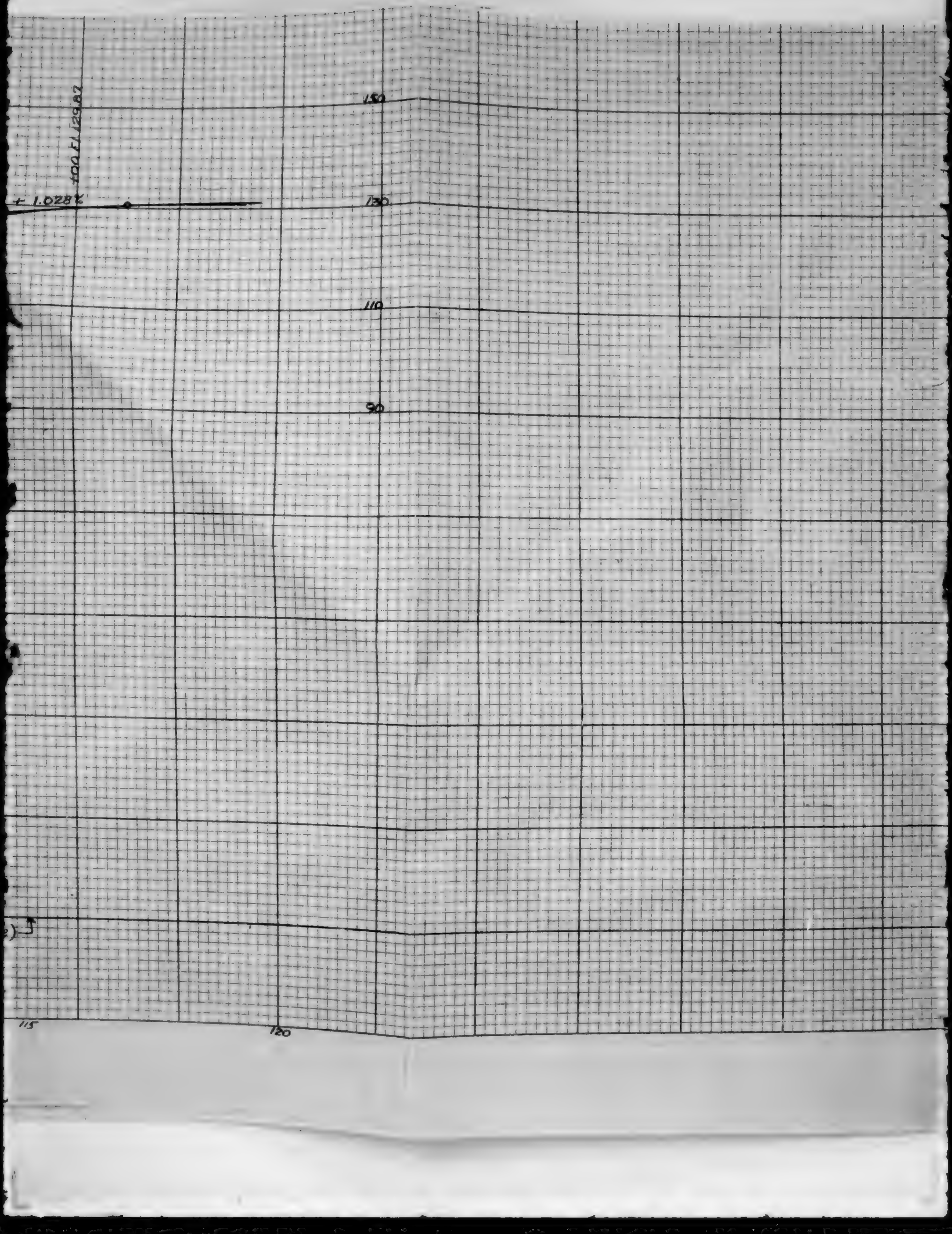
(℄ Exist. N.E. 82nd Ave.)

100

105

110

115


150
130
110
90
+ 1.028%
+00 El 129.82
115
120

OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE SURVEY

PROFILE OF

NE 82nd AVE EXTENSION (SECTION LINE)

LOMBARD ST TO NE GOING PLACE

JANUARY 1958

H.C. Broadwell Loc Engr.

FORM ESD—SOM—8-55—62954

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31st, 1956

SUBJECT: 82nd Avenue Extension

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

I attach a copy of a map on which is reflected the cost of the extension of 82nd Avenue from Killingsworth to Lombard Street, also a copy of a letter from J. D. Barbee dated January 27th, 1956 on the same subject.

Will you please instruct us as to what further surveys or data you need, if any.

Forrest Cooper
Construction Engineer

FC:AR
Enc. 2

RECEIVED
JAN 31 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1956

SUBJECT: Extension of N.E. 82nd Avenue

To: Mr. Forrest Cooper
Construction Engineer

O F F I C E

Am submitting a white print and a letter from A. G. Skelton on the extension of N.E. 82nd Avenue in Portland. This plan extends existing N.E. 82nd Avenue, along the present center line, north to Lombard Street and shows estimated costs for this work, broken into two units.

The south unit, extending from Station 87 to N.E. Going Street, is estimated by the field to cost $1,245,000. The Bridge Department has estimated the cost of walls from Killingsworth south to be $260,000. so this total estimate can be reduced to approximately $1,075,000. by eliminating the walls and purchasing additional right of way.

The south unit is comparable to an estimate submitted to you on December 23, 1955. In the previous estimate, the center line of N.E. 82nd was moved about 200 feet east. This estimate was $775,000. or $300,000. cheaper than could be expected under the present plan.

The north unit, extending from Station 87 to an intersection with N.E. Lombard, would function as a connection between the Cascade Freeway and the Airport. This unit is estimated to cost $261,000.

D. J. Barbee
Urban Engineer

DJB:dt

Attach.

OREGON STATE HIGHWAY DEPARTMENT

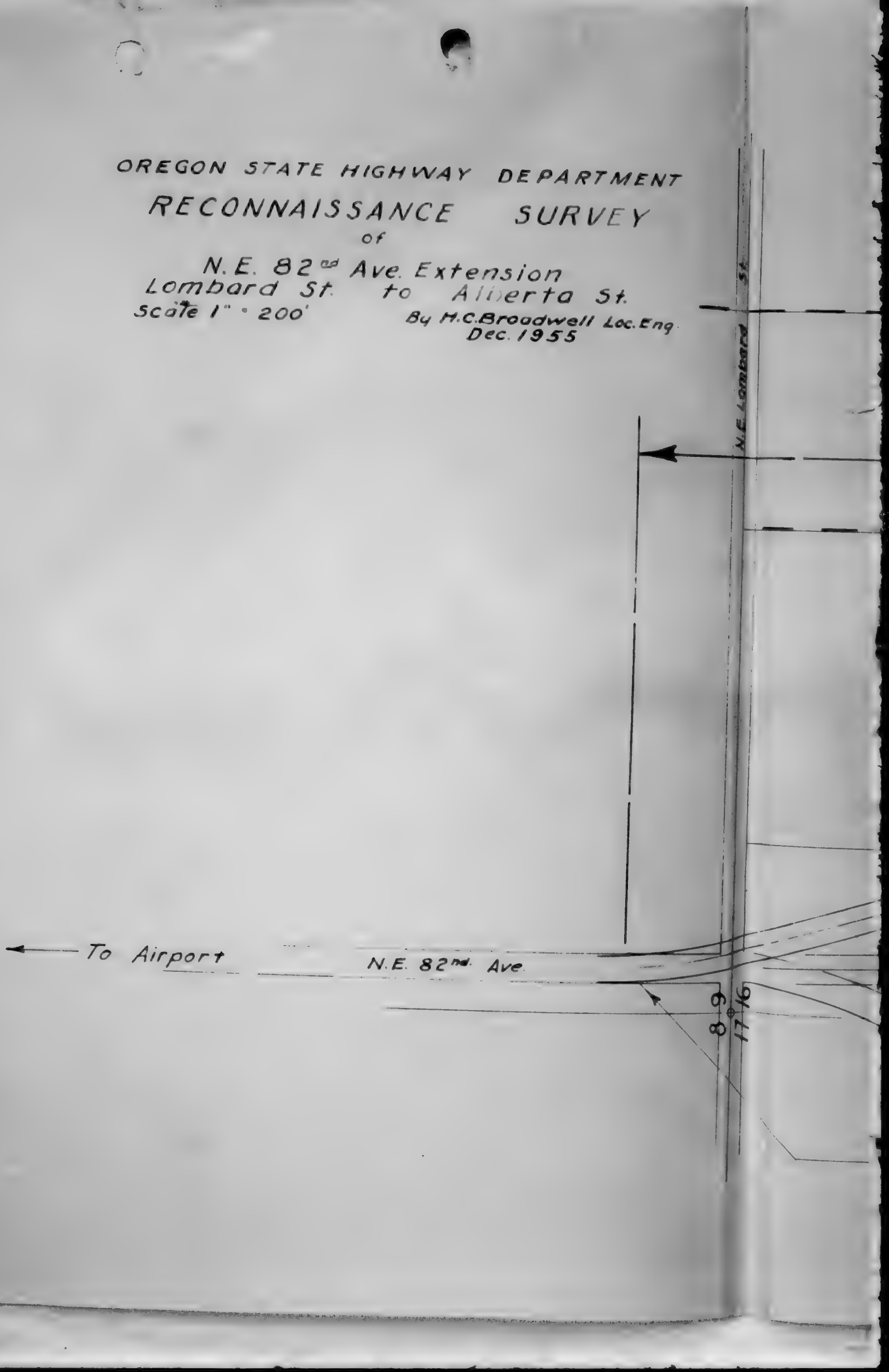
RECONNAISSANCE SURVEY

of

N.E. 82nd Ave. Extension
Lombard St. to Alberta St.

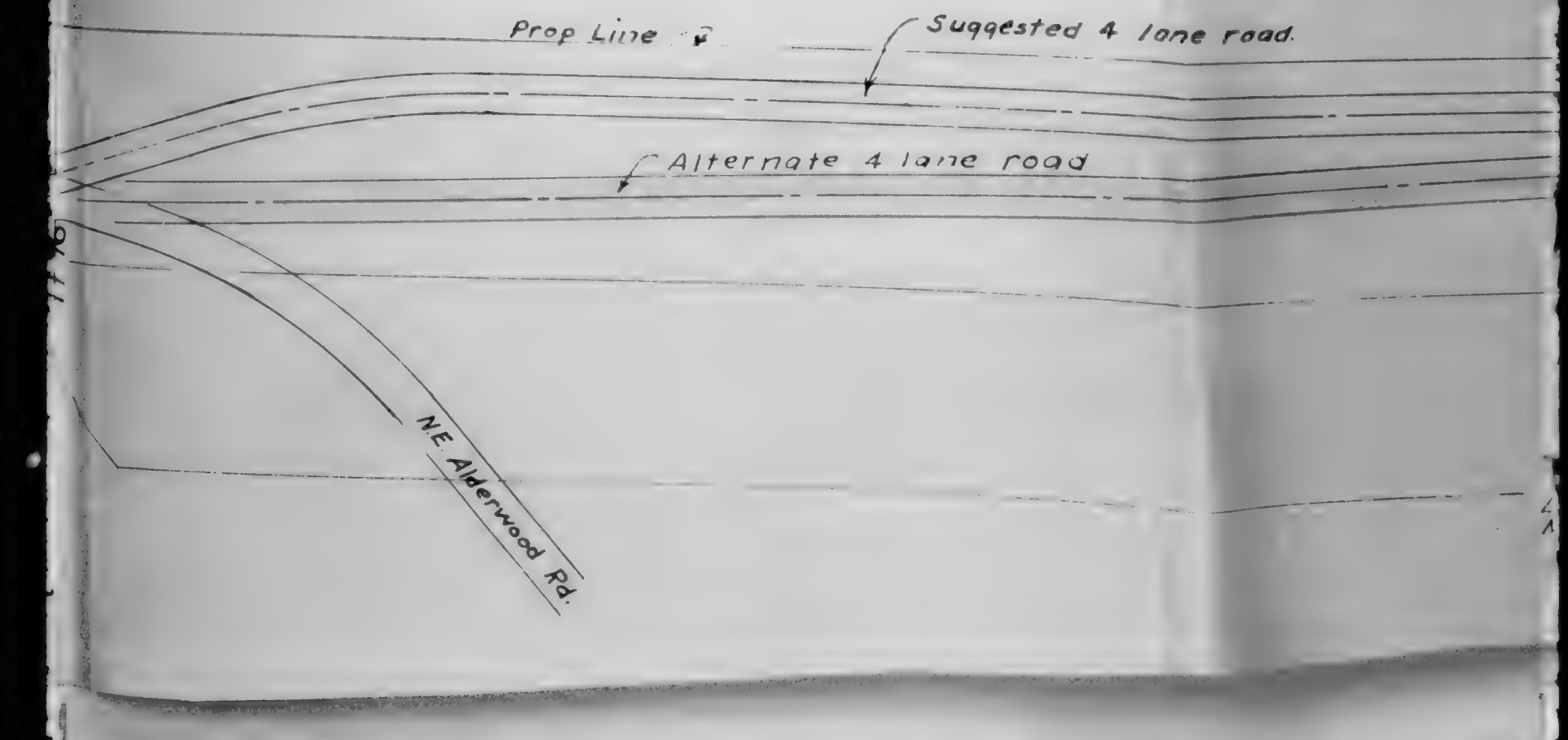
Scale 1" = 200'

By H.C. Broadwell Loc. Eng.
Dec. 1955



HENRY HOLTGRIEVE D.L.C.

THOS. CULLY D.L.C.



T. 1 N., R. 2 E., W.M

GEORGE M. LOM

ESTIMATE	
Grade & Pave	155,000
Structure	50,000
R/W	56,000
Total	$261,000

Future Cascade Freeway

Fu

4 lane road to 82m ℄ Lombard to be built by Multnomah County

R. 2 E., W.M.

LONG D.L.C.

Future construction by State Hwy

Structure for 2 lane Hwy

N.E. Columbia Blvd.

O.W.R.&N. Co.

Structure for
and 2 Industr
lines

N.E. 87th Ave.

HELENSVIEW

N.E. 86th Ave.

R & N. Co.

N.E. Killingsworth St.

Under crossing Structures, access legs and highway to be built to Freeway standards by State Hwy.

ESTIMATE	
Grade & Pave.	$246,000
Structures	268,000
R/W	261,000
TOTAL	$775,000

N.E. Sumner St.

N.E. Webster St.

N.E. Alberta St.

9 8 7

Structure for 4 lane Hwy

16 20

Curb

N. E. 82nd Ave.

17 21

Curb

Structure for 1 Main and 2 Industrial R.R. lines

Under crossing Structures, access legs and highway to be built to Freeway standards by State Hwy.

ESTIMATE	
Grade & Pave.	$246,000
Structures	268,000
R/W	261,000
TOTAL	$775,000

N.E. 87th Ave.

HELENSVIEW

REPLAT

4

N.E. 86th Ave.

N.E. Killingsworth St.

9

N.E. Sumner St.

8

N.E. Webster St.

7

N.E. Alberta St.

6

N.E. Humboldt St.

Structure for 4 lane Hwy

16

20

Curb

N.E. 82nd Ave.

17

21

Curb

THOS. CULLY

NE Lombard St

NE 82nd Ave

9

8

17

16

NE Alderwood Rd

ULLY D.L.C.

Future Cascade Freeway

Grade & Pave	$ 195,000
Struct.	10,000
R/W	56,000
Total	$ 261,000

Future Conn

91

17

OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE SURVEY

Sketch Map

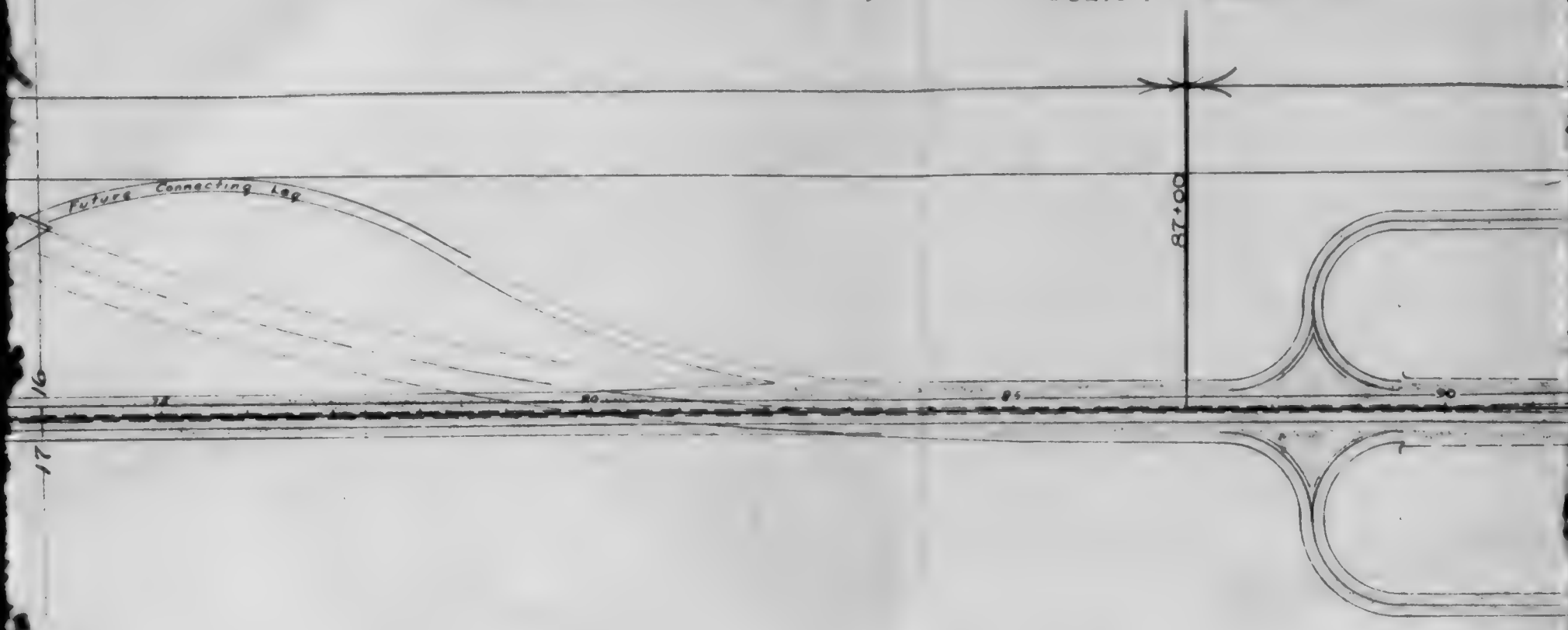
N.E. 82nd St. Extension (Sec. Line)

Lombard St. to N.E. Going Place

H.C. Broadwell Loc. Eng

January 1956

Scale 1" = 200'



T. 1 N. R. 2 E. W M

NE Columbia Blvd

O W R & N Co.

NE Killingsworth St

NE Sumner St

Massey · Harris Implement Co.

Open Shed

Scale

Ardies Mach. Sales

13 12 11 10 9 8 7 6 5 2 1

9

Grade & Pave. $ 330,000
Struct. 603,000
R/W 312,000
Total $ 1,245,000

17 16 21 Estimate can be reduced to $1,075,000 by eliminating walls and purchasing additional R/W.

95

Wall

Tank

Conc. Dock

Conc.

Mixermobile

NE Summer St

NE Webster St

NE Alberta St

NE Humboll St

NE Wygant St

NE Going Place

NE Going St

HELENSVIEW

REPLAT

ROSEWAY NO. 2

NE 85th Ave

NE 84th Ave

NE 83rd Ave

NE 82nd Ave

NE Alberta St

N.E. Wygant St

NE Going St.

HELENSVIEW

MONTBRAE

N.E. 80th Ave

N.E. 79th Ave.

N.E. 78th Place

FORM E30—50M—2-55—62866

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28th, 1955

SUBJECT: Cascade and Hollywood Freeways

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

For your information I am handing you two maps which reflect in a general way the location that would be necessary for the Cascade Freeway and the Hollywood Freeway in the Portland airport vicinity. Due to enlarging of the Portland airport it will not be possible to build a standard roadway northerly on the 82nd Street route due to restricted clearances caused by flight paths. I am also attaching a copy of Barbee's letter on the subject.

The purpose of this letter and attachments is to keep you informed.

Forrest Cooper
Construction Engineer

FC:AR
Enc. 3

FORM E30—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27th, 1955

SUBJECT: N.E. 82nd Ave. Extension

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

W C. Williams

We have completed our preliminary survey of the extension of 82nd Avenue from Killingsworth Avenue to Lombard. I hand to you herewith copies of the plan and profile. I am also attaching copy of a letter from Skelton which explains the division of the work as between the State and Multnomah County.

As shown on the plan, the cost of the State work includes structures and right of way from Webster St. northerly to the point where the future Cascade Freeway would swing to the east. This is estimated at $775,000, of which $261,000 is right of way. This is the part that would be considered a State project as northerly from that point the proposal would not meet federal standards due to the proximity of the airport. No estimate has been made on the northerly portion. The purpose of this letter is to inform you of the status of this survey as I am not sure if we are to engineer the County section or if you wish detailed plans prepared at this time.

Forrest Cooper
Construction Engineer

FC:AR
Enc.

RECEIVED
STATE OF

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22nd, 1955

SUBJECT:

To: Mr. Forrest Cooper
Construction Engineer
O f f i c e

L

On November 7, 1955 Mr. Baldock, Mr. Skelton and I met with Mr. Winn of the Port of Portland. During the meeting it was found that, due to the extension of runways at the Portland airport, previously projected locations of the Cascade Freeway (N. E. 82nd Ave.) and Hollywood Freeway would have to be revised to conform to airport flight angles and/or zoned elevations.

I am attaching two prints, one showing a revised location of the Hollywood Freeway which comes out near N. E. 33rd Avenue. This location can be varied slightly and still conform to the established flight angles.

The second print shows a proposed location of the Cascade Freeway. This alignment conforms to established flight clearances but not to all zoned heights. Shown on the print are zoned areas (circles elevations), some of which have been colored. The elevations of these colored zones would have to be raised to permit this location of the freeway; otherwise, the freeway would have to be moved approximately 2,000 feet east at Lombard Street.

The Bridge Department is working on cost estimates based on these locations. No discussions have been held with the State of Washington relative to these locations.

D. J. Barbee
Urban Engineer

NOTED
D. H. Young

P Christ DLC

R. 2E.

H F Nicolson DLC

J Davidson DLC

H F Rodney LC

A Nelson LC

L Van Vleet LC

S W Brown LC

W E S T M I L L

J Earnest LC

Marshall School

McLoughlin Heights

Leiser Road School

L Leiser DLC

G Stenger DLC

ELSWORTH SPRINGS (CITY OF VANCOUVER WATER SHED)

West Mill Plain Sch

TT Sta B-18

TT Sta B-17

BM 144.742

EVERGREEN HIGHWAY

MAC ARTHUR BOULEVARD

MILL PLAIN ROAD

LEISER ROAD

NORTHLINE ROAD

CURTIN ROAD

GARRISON ROAD

TO VANCOUVER

(T-8675)

T. 2 N.

R. 2E.

W L Sanborn LC

T Woodward LC

A Nelson LC

G Jones LC

S W Brown LC

W E S T M I L L P L A I N

J Earnest LC

J Corless LC

A Davies DLC

G Stenger DLC

W F Crate DLC

ELLSWORTH SPRINGS
(CITY OF VANCOUVER WATER SHED)

PATTERSON ROAD

MILL PLAIN ROAD

GUMMING ROAD

BOHNS ROAD

WARREN ROAD

West Mill Plain Sch

TT Sta B-17

(T-8677)

37'

T. 2 N.

T. 1 N.

106,000 FT. Wash. S.

710,000 FT. Oreg. N.

45°36'

WASHINGTON
OREGON

CLARK CO
MULTNOMAH CO

COLUMBIA RIVER

COLUMBIA RIVER

SPOKANE

PORTLAND

U AND

JUDGE 2 USE

N.E. MARINE DRIVE

DOLPHIN

MOORAGE

HANGAR

PILING

UNDERGROUND PIPE LINE

ALDER 2 USE

MULTNOMAH

CLACKAMAS

COLUMBIA MOORAGE

CLUB HOUSE

GAME REFUGE

PILING AREA

Lower Pt

JETTY

DIPEAD

LEM 2 USE

LEM

6 S
7 8

PORTLAND AIRPORT
(LEASED BY THE U.S. GOVERNMENT)

HANGAR

U.S. ARMY TARGET

N.E. COLUMBIA BOULEVARD

ALDERWOOD GOLF COURSE

UNDERGROUND PIPE LINE

N.E. MARINE DRIVE

BOUNDARY

MARINE HOUSEBOAT

ARCHERS CATTELLES

DOLPHIN

BATTEN'S DAIRY FARM

H Holtgreive DLC

N.E. 82ND AVE.

N.E. 60TH AVE.

35

KILPATRICK RD

PORTLAND ARMY AIRBASE

7 8
18 17

UNDERGROUND PIPE LINE

N.E. COLUMBIA BOULEVARD

ROADS

MON (d)

17

N.E. LOMBARD

T. 1 N.

BROOKE
PILING AREA
BROOKE
BROOKE
BROOKE

Mapped by the U. S. Coast and Geodetic Survey, 1946.
Compiled from 1945 aerial photographs. Field edit 1946.
Control by U.S.C. & G.S., Ore. G.S., U.S.E., and Portland.
⊙ Recoverable station of less than third-order accuracy.
(d) Description available.
D.L.C. = Donation land claim.
L.C. = Preemption, timber, or mineral land claims.
Gray tint indicates areas in which only landmark buildings are shown.

ROAD CLASSIFICATION

DEPENDABLE, HARD-SURFACED
SECONDARY HARD-SURFACED
SECONDARY, LOOSE-SURFACED, GRADED
UNIMPROVED, DRY WEATHER

30 U. S. HIGHWAY 8 STATE HIGHWAY

THIS MAP COMPLIES W

APPROXIMATE MEAN DECLINATION 1947
ANNUAL MAGNETIC CHANGE 9' DECREASE

Scale 1:9600

0 0.5
1000 0 1000 2000 3000

PUBLISHED AND DISTRIBUTED BY THE U. S. COAST AND GEODETIC SURVEY.
EDITION OF 1947

OFFICE

RETURN

OFFICE COPY

Scale 1:9600

0.5 1 Mile

0 1000 2000 3000 4000 Feet

LOCATION DIAGRAM
PORTLAND 15' AREA

1				
6	7			
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25

Polyconic projection. 1927 North American datum.
Datum plane: Mean Sea Level. The mean high water line is 6.29 feet above mean sea level (5.0 feet above the U. S. Engineers low water datum). Heights of river banks refer to mean high water.
2000-foot grid based on Oregon (North) and Washington (South) plane coordinate system.

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EDITION OF 1947

RETURN TO

PORTLAND No. 19

OREG.-WASH.

N4533-W12233/3

T-8682

Price 25 cents

OFFICE COPY

UNITED STATES
DEPARTMENT OF COMMERCE
COAST AND GEODETIC SURVEY

(T-5670)

PLANIMETRIC MAP

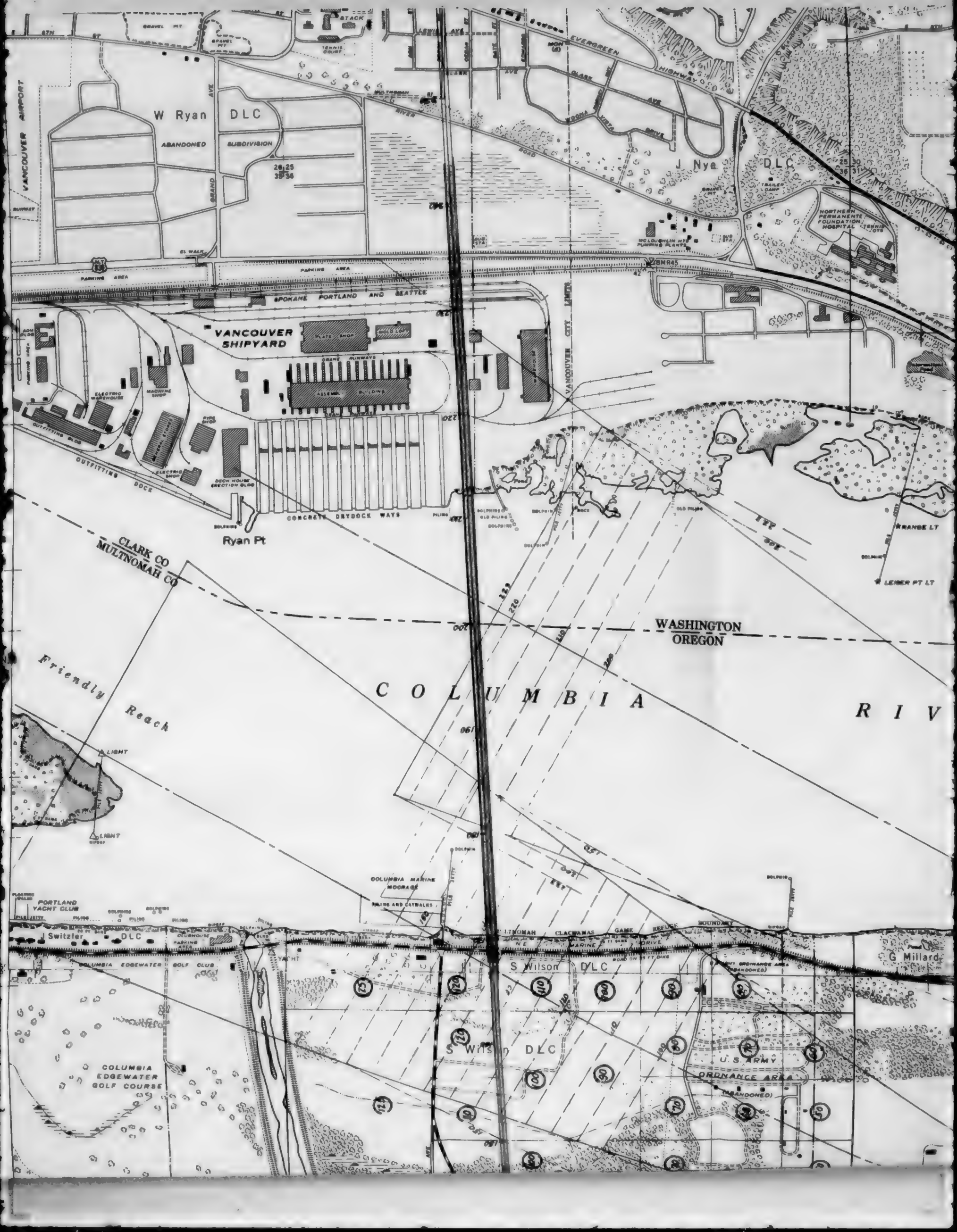
122°39'
45°39'
1,452,000 FT.
Oreg.N.
730,000 FT.
Oreg.N.
R.1E.
R.2E
38'

T J Thornton D L C
R Rockett DLC
J Maney LC
E Moore DLC
J Durgan D L C
G B Ernest D L C
H K Hines LC
VANCOUVER
Fourth Plain Village
Rosemere Friends Church
Bagley Downs School
Bagley Downs
John Rogers School
Evangelical Free Ch
Harney School
Washington State School For the Blind
Washington State School For the Deaf
CLARK COUNTY HOSPITAL
U S VETERANS HOSPITAL ANNEX
VANCOUVER CITY RESERVOIRS
VANCOUVER CITY CEMETERY
MUNICIPAL SHOPS
Westminster Presbyterian Ch
Trinity Baptist Ch
Wesleyan Methodist Ch
E Vancouver Methodist Ch
First Baptist Church
Burnt Bridge Creek
FOURTH PLAIN ROAD
MAY ST. RD.
BURTON ROAD
STACY ROAD
NICHOLSON ROAD
MILL PLAIN ROAD
MC LOUGHLIN BLVD
EVERGREEN HIGHWAY
ROSEWOOD DRIVE
MON (d)
TANK
RESERVOIR
ATHLETIC FIELD

PLANIMETRIC MAP

RETURN TO
CONSTRUCTION
OFFICE

WASHINGTON-OREGON
PORTLAND No. 13
(see diagram)


VANCOUVER AIRPORT
W Ryan DLC
ABANDONED SUBDIVISION
J Nye DLC
NORTHERN PERMANENTE FOUNDATION HOSPITAL
SPOKANE PORTLAND AND SEATTLE
VANCOUVER SHIPYARD
PLATE SHOP
CRANE RUNWAYS
ASSEMBLY BUILDING
MACHINE SHOP
ELECTRIC WAREHOUSE
OUTFITTING DOCK
CONCRETE DRYDOCK WAYS
Ryan Pt
CLARK CO
MULTNOMAH CO
WASHINGTON
OREGON
COLUMBIA RIV
Friendly Reach
RANGE LT
LEIXER PT LT
LIGHT
COLUMBIA MARINE MOORAGE
PORTLAND YACHT CLUB
Switzler DLC
COLUMBIA EDGEWATER GOLF CLUB
COLUMBIA EDGEWATER GOLF COURSE
S Wilson DLC
G Millard
U.S. ARMY ORDNANCE AREA (ABANDONED)

McLoughlin Heights

MacArthur High School

ATHLETIC FIELD

TENNIS COURT

ADM BLDG

MACARTHUR BLVD

E 84TH AVE

E 82ND AVE

E 87TH AVE

E 87TH WAY

E 87TH PLACE

E 88TH AVE

E 87TH ST

E 87TH WAY

E 87TH PLACE

E 87TH ST

E 87TH AVE

E 87TH ST

E 87TH PLACE

E 87TH WAY

E 87TH ST

J Switzler DLC
NE COLUMBIA AVE
NE LEVEE
OFF DIKE
Peninsula Drainage Canal
OFF DIKE
RIVERSIDE GOLF COURSE
CLUBHOUSE
PUMPING PLANT
MON (d)
FRWY
HOLLYWOOD
NE ELNOD ROAD
BROADMOOR GOLF COURSE
W Hall DLC
Columbia Slough
NE LOMBARD PLACE
W McClung DLC
NE COLUMBIA BOULEVARD
NE LOMBARD STREET
W H Payne DLC
BM FAND
BM S245
UNION PACIFIC
BM R245
Concordia Academy
Second Evangelical Church
ALBERTA PARK
BASEBALL DIAMONDS
TENNIS COURT
Vernon School
Kennedy Sch
Englewood Christian Ch
PORTLAND
NE BRYANT ST
NE SARATOGA ST
NE DEKUM ST
NE PORTLAND BLVD
NE HOLMAN ST
NE AINSWORTH ST
NE SIMPSON ST
NE JARRETT ST
NE KILLINGSWORTH ST
NE BUFFALO ST
NE MORGAN ST
NE JUNIOR ST
NE LIBERTY ST
NE HIGHLAND ST
NE CRAMER ST
NE BUTLER ST
NE BRISTOL ST
NE JESSUP ST
NE BUFFALO AVE
NE BRYANT AVE
NE SARATOGA AVE
NE DEKUM AVE
NE PORTLAND PLACE
NE HOLMAN AVE
NE SIMPSON COURT
(T-8680)

G Millard DLC

PORTLAND AIRPORT
(LEASED BY THE US GOVERNMENT)

COLUMBIA PICKLE FACTORY

HANGAR

ELROD ROAD

BM S484

18

HANGAR

PORTLAND ARMY AIRBASE BOUNDARY

AIRPORT BOUNDARY

NE 47TH AVE

PORTLAND ARMY AIRBASE

GOLF COURSE

W Hall DLC

MON (d)

BM P484

PUMPHOUSE

NE CORNFOOT RD

Columbia Slough

NE CRYSTAL AVE

NE BUFFALO ST

NE 42ND AVE

NE 47TH AVE

NE BRYANT ST

Pond

A Whittaker DLC

BASEBALL DIAMONDS

STACK

Whitaker School

DAIRY

PACIFIC

BM R245

100

NE COLUMBIA BOULEVARD

NE LOMBARD STREET

US 30

NE HOLMAN ST

NE AINSWORTH ST

Killingsworth Gardens Community Church

NE SIMPSON COURT

NE SIMPSON ST

NE JARRETT ST

NE KILLINGSWORTH ST

BM 0484

22

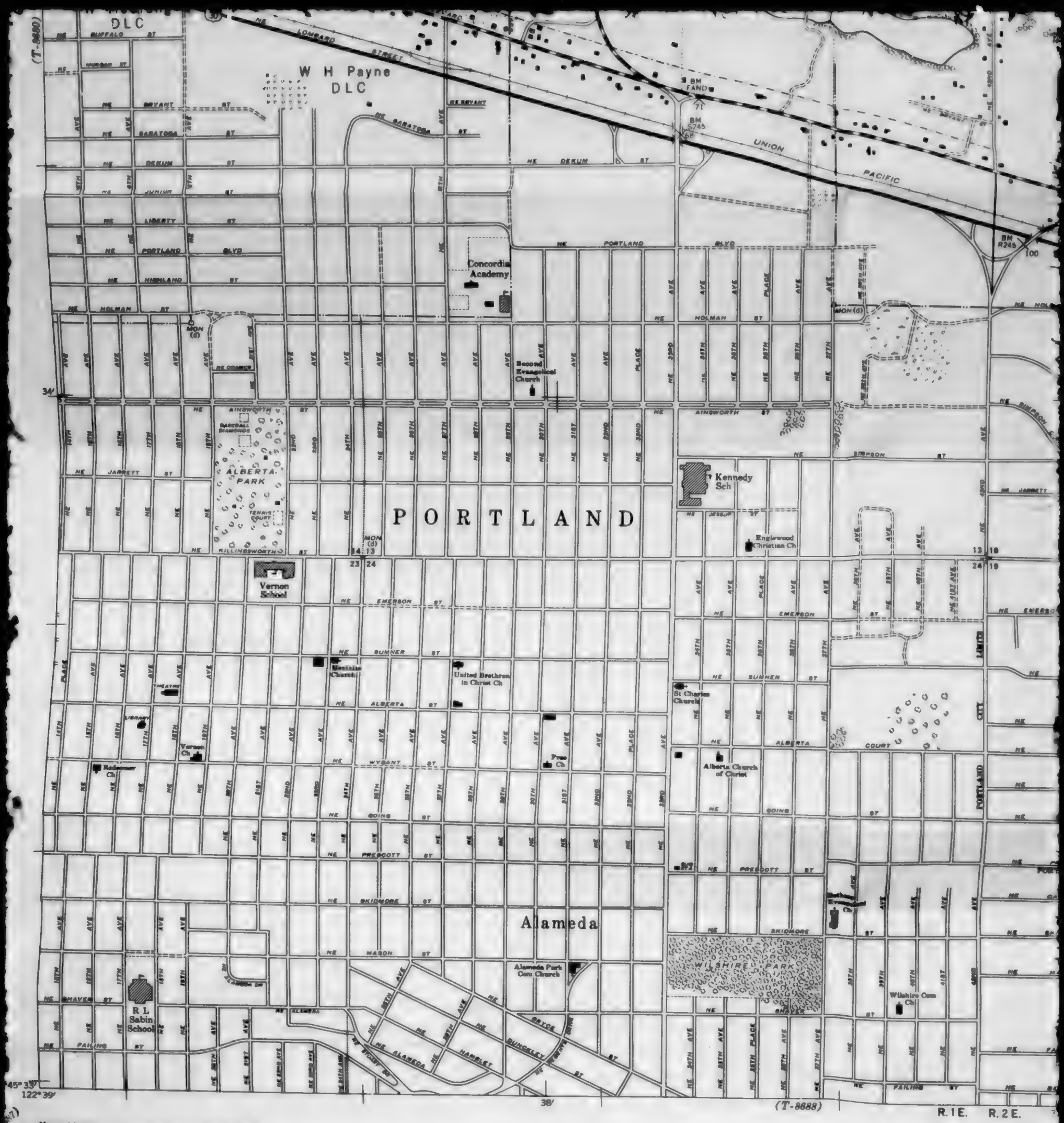
Slough

T. 1 N.

(T-8682)

35'

34'



Mapped by the U. S. Coast and Geodetic Survey, 1946.
Compiled from 1945 aerial photographs. Field edit 1946.
Control by U.S.C. & G.S., Ore. G.S., U.S.E., and Ore. St. Hwy. Dept.
⊙ Recoverable station of less than third-order accuracy.
(d) Description available.
D.L.C. = Donation land claim.
L.C. = Preemption, timber, or mineral land claims.
Gray tint indicates areas in which only landmark buildings are shown.

ROAD CLASSIFICATION

DEPENDABLE, HARD-SURFACED
SECONDARY HARD-SURFACED
SECONDARY, LOOSE-SURFACED, GRADED
UNIMPROVED, DRY WEATHER

30 U. S. HIGHWAY (8) STATE HIGHWAY

THIS MAP COMPLIES WITH THE NATIONAL MAP ACCURACY REQUIREMENTS

APPROXIMATE MEAN DECLINATION 1947
ANNUAL GEODETIC CHANGE 9' DECREASE

Scale 1:9600

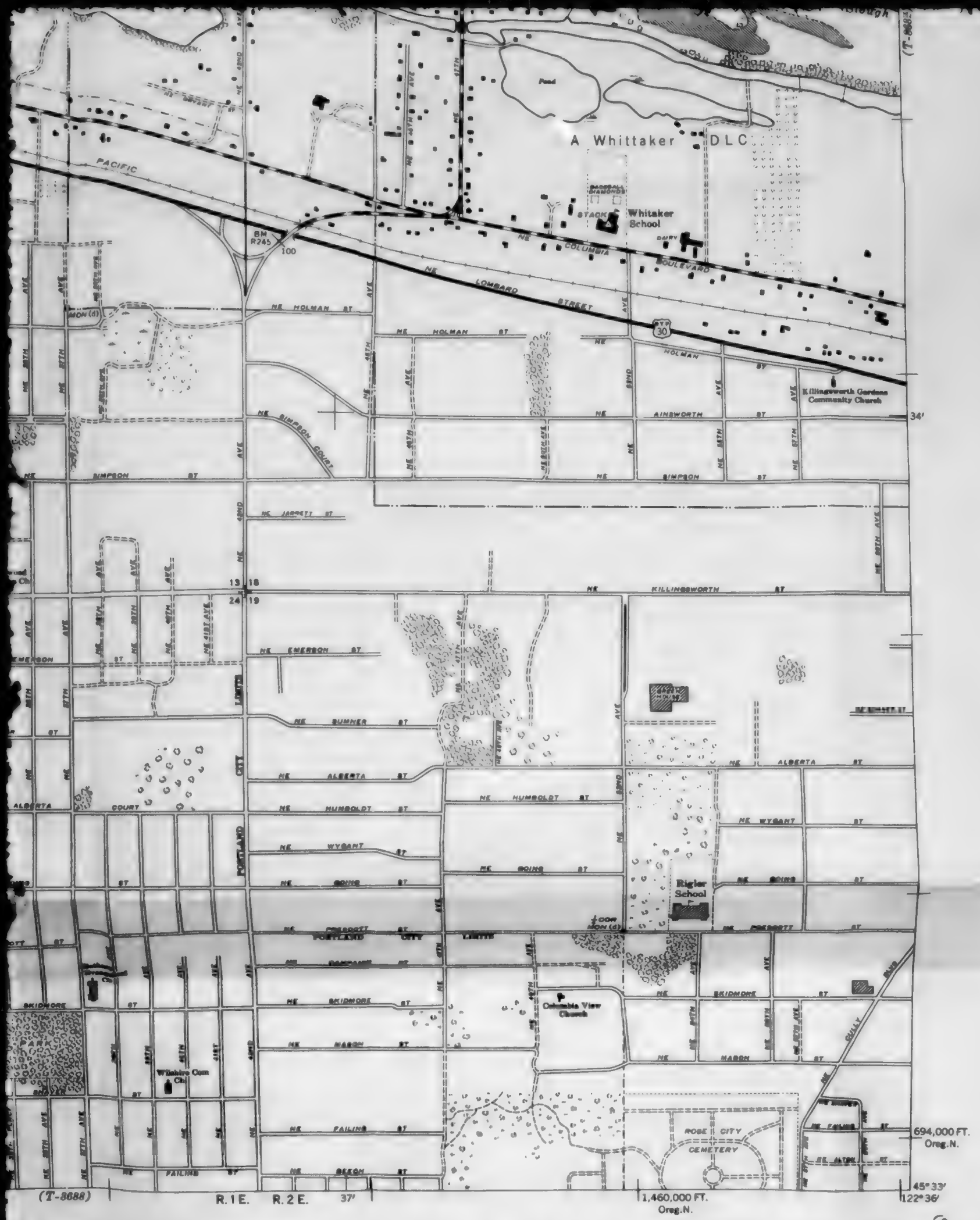
0 0.5

1000 0 1000 2000 3000

RETURN TO CONSTRUCTION OFFICE

PUBLISHED AND DISTRIBUTED BY THE U. S. COAST AND GEODETIC SURVEY.
EDITION OF 1947

OFFICE CO



Scale 1:9600

0.5 1 Mile

2000 3000 4000 Feet

LOCATION DIAGRAM
PORTLAND 15' AREA

1				
6	7			
11	12	13	14	15
16	17	18	19	20
21	22	23	24	25

Polyconic projection. 1927 North American datum.
Datum plane: Mean Sea Level. The mean high water line is 6.29 feet above mean sea level (5.0 feet above the U. S. Engineers low water datum). Heights of river banks refer to mean high water.
2000 foot grid based on Oregon (North) plane coordinate system.

UBLISHED AND DISTRIBUTED
U. S. COAST AND GEODETIC SURVEY.
EDITION OF 1947

OFFICE COPY

PORTLAND No. 18

OREGON

N4533-W12236/3

T-8681

Price 25 cents

RECEIVED
DEC 6 - 1955
FOR FILING

FORM BSO—SOM—2-55—

Forest Grove
Murrin
Portland

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5th, 1955

SUBJECT: Extension of 82nd Avenue
Killingsworth-Columbia

To: Mr. W. C. Williams
Deputy State Highway Engineer
O f f i c e

NOTE
W. C. WILLIAMS

Referring to the matter of a location survey on the so-called 82nd route between Killingsworth and Columbia Blvd. in Multnomah County, I wish to advise you that in accordance with the orders of the Highway Commission (September 22nd and 23rd) we are proceeding with a survey in sufficient detail to work out the design and cost estimates. When the matter first came to our attention it was indicated that Multnomah County was starting a survey, but I am told that after some rather feeble gestures they have thrown in the sponge.

Forrest Cooper
Construction Engineer

FC:AR

RECEIVED
DEC 5 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 1955
FOR FILING

Salem, Oregon
November 7, 1955

Mr. R. H. Baldock

Dear Mr. Baldock:

At the Commission meeting last Thursday you asked me to remind you to call Mr. McIver this morning to see if he would be able to attend a meeting with you and Mr. Skelton. This came up when you were discussing agenda item 3q-7.

Very truly yours,

Johanna McCaffrey
Secretary to H. B. Glaisyer

S-364(3) Airport-Alberta St. Sec. 1958
US-364(2) of 82nd Ave. and the
#5240 Cascade Hwy. Folder #2

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1960

SUBJECT: Assessments -
Multnomah Co. Drainage Dist. No. 1
and Peninsula Drainage Dist. No. 2

To:

Mr. P. W. Stephenson
Assistant State Highway Engineer

Mr. James R. Kuhn, Staff Attorney, has requested an opinion as to the validity of pumping charges assessed against the Highway Department by the Multnomah County Drainage District No. 1 and Peninsula Drainage District No. 2 covering right of way located within the areas controlled by these drainage districts.

This matter has been carefully studied by Lloyd P. Shaw, Metropolitan Engineer, and A. E. Johnson, Division Engineer. Based on their studies and research conducted in this office the following conclusions have been reached.

1. The assessments levied by the Peninsula Drainage District No. 2 are deemed to be proper and it is recommended that they be paid as billed in amount of $489.10. As the Drainage District has excepted all of the right of way included in the Union Avenue and Denver Avenue fills, it is considered that the remaining area owned by the State is benefited by their pumping operations.

2. The assessment in amount of $23.65 by Multnomah County Drainage District No. 1 against parts of Tract K, Tract E and Tract J, except the south 80 feet of Love's addition, Right of Way files 14790 and 14791 is not considered valid and it is recommended that payment of this amount on this area be denied. Mr. Johnson states that due to its elevation, this area is not benefited by the Drainage District pumping operations.

3. With reference to the Airport-Alberta Street Section of the Cascade Highway, we attach a copy of a letter dated May 17, 1960, from A. E. Johnson, Division Engineer, in which he breaks down the total area into those sections which would be the responsibility of Multnomah County and the Highway Department. The total area of right of way benefited by the pumping operations of Multnomah County Drainage District No. 1 is computed at 20.58 acres of which 17.33 acres is considered to be the responsibility of Multnomah County and 3.25 acres the responsibility of the State. The 17.33 acre part of the right of way was turned over to the County after construction.

(3. continued)
Mr. A. N. Scritsmier, Secretary-Treasurer of the Drainage District, informed me by phone that the assessment for the fiscal year, July 1, 1959, to June 30, 1960, was $7.30 per acre and for the fiscal year, July 1, 1960, to June 30, 1961, will be $7.64 per acre. At 3.25 acres this would make the State's share of the assessments on the Airport-Alberta Street Section $23.73 and $24.83 respectively.

In a letter dated December 23, 1958, to Multnomah County Drainage District No. 1 Mr. Williams stated that it was our opinion that the assessment against the Airport-Alberta Street Section of the Cascade Highway right of way was valid and authorized the District to bill us accordingly; we therefore recommend that the above assessments, based on the 3.25 acre area, be paid. It is possible that the Drainage District has billed the State for the entire 20.58 acres in which case our Accounting Division could arrange with Multnomah County for them to assume their proportionate share. The State turned over the 17.33 acres to Multnomah County on December 10, 1959.

The $9.30 assessment mentioned in Mr. Kuhn's letter dated October 23, 1959, is only a portion of the total assessed against this section of the Cascade Highway.

We are returning to you herewith the file belonging to the Legal and Right of Way Division, Federal Aid sheets showing in color the Airport-Alberta Street Section of the Cascade Highway and prints of the Union and Denver Avenue areas.

John A. Phillips
Assistant Maintenance Engineer

JAP:nno

Attachments

cc: Walter T. Wright
A. E. Johnson
E. E. Johnston

NOTED
P. M. STEPHENSON

FORM E-30X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 17th, 1960

SUBJECT: Multnomah Co. Drainage Dist. No. 1
Assessments

To: I. A. DeFrance
Maintenance Engineer
State Highway Department
Salem, Oregon

Attn: John Phillips

Returned herewith are plans of the Airport-Alberta Street Section of the Cascade Highway which have been colored to indicate that portion under county jurisdiction in orange, and that portion under state highway jurisdiction in green.

In accordance with your request, listed below is a breakdown of parcels assessed by the Multnomah County Drainage District No. 1, showing areas under the jurisdiction of the State Highway Department and areas under Multnomah County Road Department. Also shown are areas benefited by operations of the drainage district by reasons of decreased maintenance costs through protection to be derived from the facilities of the drainage district.

File No.	Total Acres	Portion to State Highway South Station 80+00		Portion to Mult. Co. North Station 80+00	
		No. Sta. 87+00 Benefited	So.Sta. 87+00 Not Benefited	No.Sta. 87 Benefited	So. Sta. 87 Not Benefited
27167	0.13				0.13
27706	9.70			9.70	
26381	15.28	2.88	4.35	7.63	0.42
26382	3.32	0.37	2.65		0.30
14790-91	2.13*		2.13*		

* Parts of Tract K, Tract E, and Tract J except the south 80 feet of Love's Addition. This property along east side Union Avenue and just south of Columbia Slough, and are not benefited by decreased maintenance.

A. E. JOHNSON
Division Engineer

AEJ:w

cc: E E. Johnson

FORM E-20X—80M—6-56—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 6th, 1960

SUBJECT: Assessments by Drainage Districts - Peninsula #2, Multnomah County # 1

To: I. A. DeFrance
Maintenance Engineer
State Highway Department
Salem, Oregon

Reference is made to your letter of November 17, 1959, relative to assessments levied against the State by the subject drainage districts.

Regarding Multnomah County Drainage District No. 1, reference is made to previous correspondence regarding the Airport-Alberta Street Section of the Cascade Highway, and particularly to Mr. W. C. Williams' letter to the district dated December 23, 1958, authorizing a billing for 19-1/2 acres. It is my understanding that the recent proposed charges would be a further correction of this acreage.

Enclosed herewith is a set of construction plans for the Airport-Alberta Street Section on which has been colored in orange that portion for which Multnomah County is responsible for maintenance and jurisdiction over, in accordance with our finance agreement with Multnomah County dated May 26, 1958. Under this agreement the county assumes jurisdiction of that portion north of Station 80, in addition to portions of N. E. Columbia Boulevard. In accordance with this agreement, then a portion of that property covered by file 26381, and all of file 27706 and all of 27167 would be under the jurisdiction of Multnomah County. That property under file 26382, and a portion of 26381 would be under the jurisdiction of the State. These are listed in Mr. James R. Kuhn's letter of October 23, 1959.

Regarding these properties, we have indicated the Vanport Flood elevation of 1948 as elevation 32.8. It is our belief that properties below this elevation would be considered to be benefited by the drainage district. Properties above this elevation we believe would not be benefited by the drainage district as far as increased physical efficiency and decreased maintenance costs are concerned. On this basis, properties north of Station 87 would be benefited, and properties south of Station 87 would not be benefited.

Also listed in Mr. Kuhn's letter pertaining to the Multnomah County Drainage District No. 1 are parts of Tract K, Tract E, and Tract J, except the south 80 feet of Loves Addition, files 14790 and 14791. The property covered by these file numbers is located along the east side of Union Avenue just south of Columbia Slough. It is not believed that these properties are benefited in accordance with increased physical efficiency and decreased maintenance costs.

May 6, 1960

Regarding the Peninsula Drainage District No. 2, reference is made to Mr. Kuhn's letter of October 23, 1959, and a letter from the Peninsula Drainage District dated July 23, 1959, containing a breakdown of acreage for a proposed assessment. A check of the tracts included in the drainage district's breakdown reveals that they have included those portions of our lands which contain the low land frontage roads, and approach roads, and have not included normal 80 foot right of ways for Union Avenue, and a 90 foot normal right of way for Denver Avenue. We believe this to be correct, inasmuch as the main lines of Union and Denver Avenue would not benefit, but the areas occupied by the low land approach roads, and frontage roads would benefit.

In addition to the colored plans for the Airport-Alberta Street Section of the Cascade Highway, we return herewith the three maps which you forwarded on which are outlined various parcels in color.

Original Signed by A. E. Johnson

A. E. JOHNSON
Division Engineer

AEJ:w
Encl.

MAY 1960

Sec. 9, T. 1

"NB" & "SB"
20° C.R.
Δ: 60°54'18"
T: 168.42'

85' Inst. C. Inlet (Type G-B)
Inst. 12" Conc. Pipe-68'
Dr. Exc. - 15 C.Y.

"NB" 27+05.51 PT.

"NB" 27+85.89 POT. 16.2 Lt.

R/w Line

Const. Guard Rail- 250'

Const. Met. Median Barrier — Sta. 27+86

℄ "NB"

Const. Guard Rail - 187.5'

℄ "SB"

R/w Line

R/w Line

EQUA.

"NB" 24+00.98 P.C. Ahead
NB 96+61.57 P.O.T. Bk.

TO PORTLAND INTERNATIONAL AIRPORT
S. 59°-28'-55" E.

"SB" 24+81.36 P.C. Ahead
SB 96+72.36 POT Bk. = EQUATION

SB 27+85.89 P.T. 16.2 Rt.

℄

(To Be

FINAL SURVEY — CONVERTED TO MYLAR — NOTE BOOK — AREAS — NO

ORIGINAL SURVEY — SURVEYED — PLOTTED — NOTE BOOK — AREAS — NO — AREAS CHECKED

BEGINNING OF PROJECT No. S-364(3)
STA. 24+00.98

-0.07

(Finished Grade 12' Rt. "NB"

-0.30

Elev

+0.36

-0.09

Finished Grade 12' Lt. "SB"

-0.30

Finished Grad

Selected Subgrade Material

Ground Line ℄ Median

Exc. 1064
Emb. 871

25

30

T 1 N., R. 2 E., W. M.

AIRPORT-ALBERTA ST. SEC. 82ND AVE. & CASCADE HWY. MULTNOMAH COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-364(3) US-364(2)		See Index

Inst. 60" C.M.P. - 94'
1/4 With Sloping Ends, Sl. 1/4:1
Const. Inlet + Outlet Ditch
Dr. Exc. - 15 C.Y.

R/W Line

+86 to Sta. 90+70

5° 23" W.

39'

12' 12'

Const. Asph. Conc. Pavement

60'

40'

℄ R/W Line

- 82nd. Ave.

S. 1° 51' 23" W.

25' 25'

Be Abandoned)

Prof. of Pavement Edge (NEB) Elev. 32 ft

Grade 28.2' Lt or Rt

300' V.C.

+0.60

20

10

Subgrade

See Sheet 4

Exc. 936
Emb. 740

Exc. 1000

To Sta. 32+20

(Selected Subgrade Material) L.O.K. 94+6 ℄ Ya. Sta. 50+99.700 Ya. Sta. (From Sta. 96+30)

Emb. 12,485

35

40

T. 1 N., R. 2 E., W. M.

R/W Line

S. 1° 25' 23" W.

℄ R/W Line

S. 1° 51' 23" W.

℄ 82nd Ave.

L 47° 39' 58" POS.

Install 18" Conc. P-58 Or ENC 4 C.Y.

Future 4 Lane St.

S 88° 07' 22" E

Inst. 1½" Galv. Electric Conduit

8 | 9
17 | 16

NE LOMBARD

Elev. of Pavement

Finished Grade

Ground Line

Subgrade

Selected Subgrade Material

Exc. 1439
Emb. 1194

Exc. 2200

S.C.M. 2400 Yd

L.C.M. 14°C Yd 310

See Sheet 3

From Sta. 38+90

+460

20

10

40

45

AIRPORT-ALBERTA ST. SEC.
82nd AVE. & CASCADE HWY.
MULTNOMAH COUNTY

SHEET No. 4

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-364(3) US-364(2)		See Index

Inst. 18 Conc. P. 40 Dr. Exc. - 3 C.Y.

LM 48+08.94 PCS

300' Spiral D = 15.0

R/W Line

"LM" Line

Inst. 1½" Galv. Rigid Electric Conduit - 170'

LM 50+08.94 AH

LM 51+93.34, 28.2' Lt

+80 Inst. 18" Conc. Pipe - 100' Dr. Exc. - 8 C.Y.

R/W Line

S 5° 35' 23" W

S 1° 25' 23" W

143'

R/W Line

60'

NE. ALDERWOOD ROAD

Grade 28.2' Lt or Rt

166.60 26.00

0.0

400' V.C.

Inbound Lane & Median

V.C. 1459

Elev. 1198

M. 3400 Yd Sta.

Elev. 1200

P.O.H. 6000 Yd Sta.

Elev. 1218

See Sheet 3

50

55

56

T.1N., R.2E., W.M.

Z

+70 Inst. 72" CMP - 144'
(with Sloping Ends - 4:1)
Dr. Exc. 25 C.Y.

Ex

R/W Line

14.3'

12/12 12/12

8%

60

Const. Asph. Conc. Pavement

℄ R/W Line

Slough

Sec.16

Sec.17

Elev. of Vanport Floor (f

30

20

10

16"

18

Selected Subgrade Material

Exc. 429
Emb. 330

L.O.H. 2077 ℄ Yd. Sta. S.O.H. 65.326 Yd. Sta. From Sta. 309+15

℄ Emb. @ 230

55

60

AIRPORT-ALBERTA ST. SEC. 82ND AVE. & CASCADE HWY. MULTNOMAH COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-364(3) US-364(2)		See Index

+70 Inst. 72" CMP- 144' (with Sloping Ends- 4:1 Or Exc 25 C.Y.

Exist Drainage Ditch

R/W Line

65

70

S. 1° 26' 23" W.

R/W Line

Pond

Finished Grade 28.2' Lt or Rt

Subgrade

Ground Line ℄ Median

Exc. 242 C.Y.
Emb. 23 C.Y.

30

20

10

5

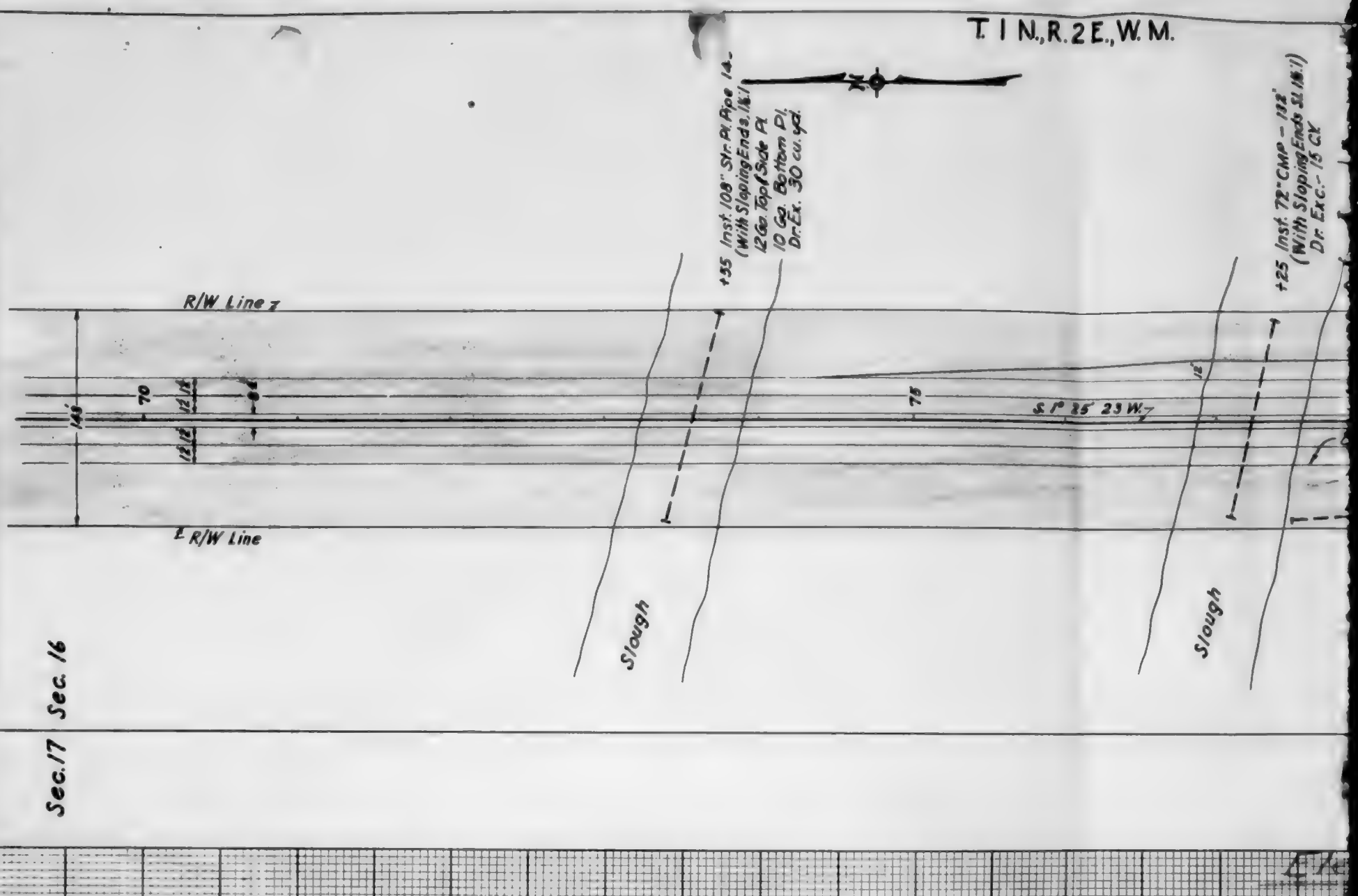
See Sheet 6

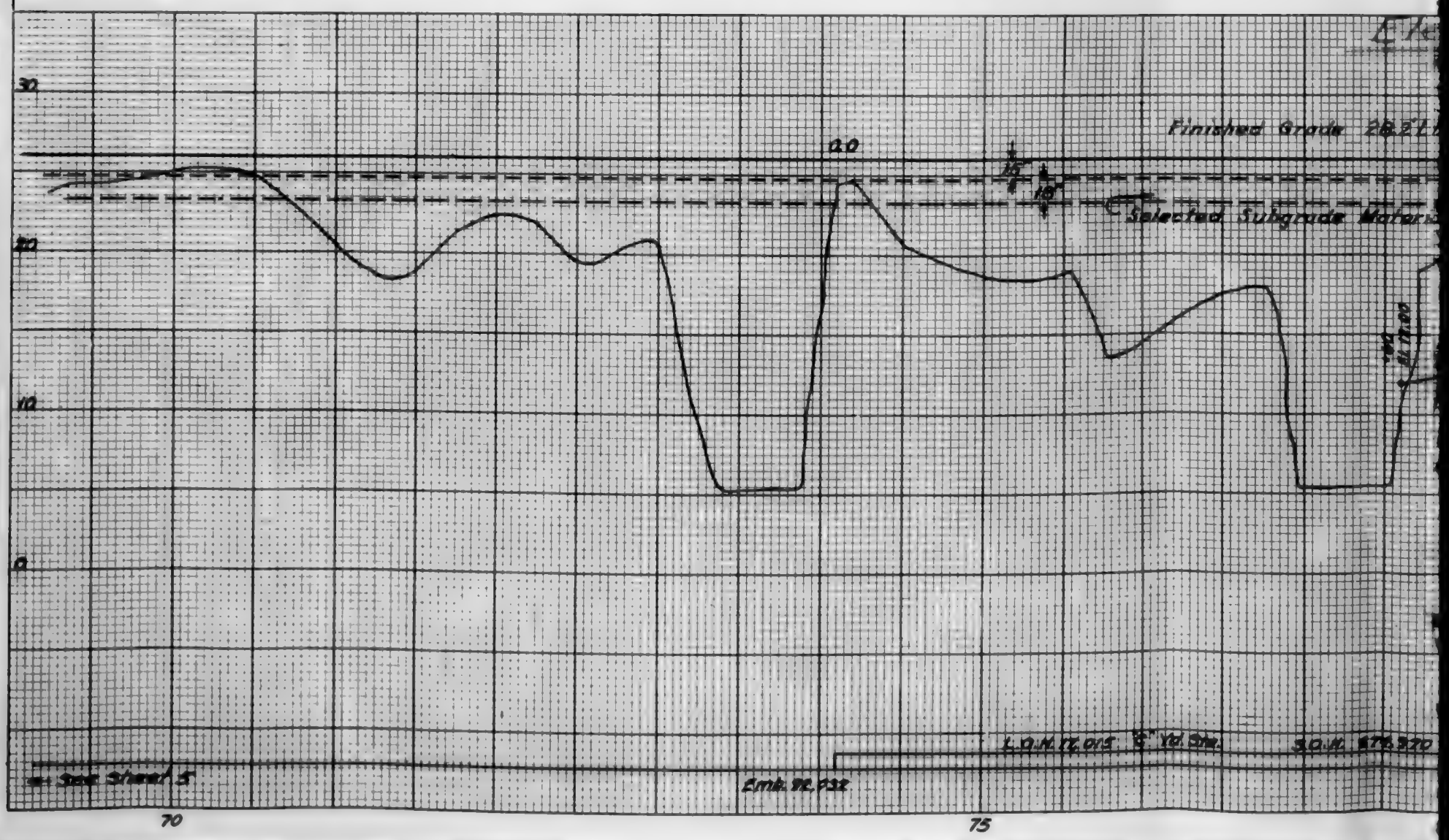
65

70

72

T. 1 N., R. 2 E., W. M.


+35 Inst. 108" Str. Pl. Pipe 14-
(With Sloping Ends 1:1)
12 Ga. Top of Side Pl.
10 Ga. Bottom Pl.
Dr. Ex. 30 cu. yd.
+25 Inst. 72" CMP - 132'
(With Sloping Ends 1:1)
Dr. Exc. - 15 CY
R/W Line
℄ R/W Line
140'
70
75
S. 1° 35' 23" W.
Slough
Slough
Sec. 16
Sec. 17


Finished Grade
Selected Subgrade Material
30
20
10
0
70
75

T. 1 N., R. 2 E., W. M.

+35 Inst. 108" Str. Pl. Pipe 14 ga. (With Sloping Ends. Inl. 12 Ga. Top & Side Pl. 10 Ga. Bottom Pl. Dr. Ex. 30 cu. yd.

+25 Inst. 72" CMP - 132'

R/W Line

70

12

8

12

14'

75

S 1° 25' 23" W.

12

℄ R/W Line

Slough

Slough

Sec. 17 | Sec. 16

FINAL SURVEY
NOTE BOOK
BKO

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
BKO

30

20

10

0

Finished Grade 26

20

12

Selected Subgrade Ma

L.O.M. 17.015 E. of Sta.

Sta. Street 5

Emb. 22.032

70

75

AIRPORT-ALBERTA ST. SEC.
82ND AVE. & CASCADE HWY.
MULTNOMAH COUNTY

SHEET No. 6

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-364(9) US-364(2)		See Index

For details of Interchange see Sheet No. 9

+25 Inst. 72" CMP - 132' (With Sloping Ends SI. 1½:1) Dr. Exc. - 15 C.Y.

"L" 80+65.53 POT = "C" 80+65.33 POT 28.20' Lt

P/W Line

+41.79

"C" 84+37.29 P.S.

S. 1° 02' 37" E.

Const. Asph. Conc. Pavement

143'

80

153'

Install 36" C.S.P. - 325', Dr Exc. 360 C.Y.

Install 36" C.S.P. - 372', Dr Exc. 550 C.Y.

4221

L R/W Line

+89 Const. Manhole

"L" 81+21.48 POT =
"D" 81+21.48 POT 23.50 Rt

"D" 82+86.48 P.S.

Const. 11" Gate Rapid Electrical Conduit - 150'

Existing Ground Profile

28.2' Lt or Rt

4.00% VC

Subgrade

Flow Line Sewer

Ground Line & Median

+1.70

+1.92

+2.10

El 23.50

+1.92

El 17.50

80

85

T. 1 N., R. 2 E., W. M.
Section 16

COLUMBIA BLVD. INTERCHAN

See Sheets 11, 12 & 13 for Profiles
See Drg. No. 2093-A for Pavt. Widening on

Const. Detour Road
(Const. Oil Mat Wear. Surf.)

Inst
Con

Const. 16" Conc. Traffic Separator
Drg. No. 2077

S.34°04'37"E.

N.1°25'23"E.

Const. Asph. Conc. Pav

"C" Line

"C1" Line

"D1" Line

"D" Line

200' Spiral
S=11°00'
a=5.5

11° C.L.
Ta=39°02'
Ts=255.28
L=100.03

200' Spiral
S=11°00'
a=5.5

Sta. 87+66.5 County Project
State Project
EQU.

"C" 87+44.99 P.S.C.

"C" 89+41.46 P.O.T. = Sta.

"C" 89+37.59 P.T.

"C" 84+37.29 P.S.

"C" 86+37.29 P.S.C.

"C" 87+57.59 P.C.S.

R/W Line

Const. Raised Asph. Conc. Traffic Mks.
Drg. No. 2088

See Drg. 2092

Oil Shldr.

S.1°02'37"E.

Inst. 1½" Galv. Rigid
Elec. Conduit - 140'

Inst. 1½" Galv. Rigid Electrical
Conduit - 70'

S 1°25'23" W

Const. Asph. Conc. Pavement

Const. Metal Med. Barrier

S. 5°24'34" W.

See Sheet 6

Const Raised Asph. Conc. Traffic Mks.
Drg. No. 2088

S.0°47'01"E.

Taper Sect.

100' Sp.
S=35°20'
a=70

70° C.
Δ=106°27'36"
Ts=453.54
L=152.50

"D" 86+55.73 P.C.S.

"D" 89+08.29 P.T.

"D" 85+55.73 P.S.

Ln 13
0°24' Rev. C.
Δ=0°56'
Ts=116.67
L=233.33

Ln 91+11.68 P.R.C.

"L" 91+75 P.O.T.

"C" 92+05.01 =

EQU. "L" 93+04.07 P.

EQU. Col. Blvd. 3+92.4

"D" 92+80.01 P.O.C

EQU. F 92+80.01 P.O.

100' R.

200' Spiral
S=8°00'
a=4

Sec. 16

Sec. 17

"D" 84+86.48 P.S.C.

8° C.R.
Δ=21°24'22"
Ts=243.34
L=82.16

"D" 85+68.64 P.C.S.

R/W Line

S 28°49'45" W.

200' Spiral
S=8°00'
a=4

"D" 87+68.64 P.T.

Portland Urban Boundary

"D" 88+40.74 P.C.

36° C.L.
Δ=21°24'22"
Ts=38.81
L=76.13

EQU. "D" 89+16.87 P.T. =
"D" 85+95.73 P.O.S.T.
47'

Const. Raised Asph. Conc.
Traffic Markers
Drg. 2088

Const. 16" conc. Traffic Separator
Drg. No. 2077

Inst. 1½" Galv. Rigid Elec. Conduit - 140'

"D" 82+16.65 P.O.T. =
EQU. Col. Blvd. 7+64.45 P.O.T.

Match Line 'A' P/W Line

AIRPORT-ALBERTA ST. SEC.
82ND AVE. & CASCADE HWY.
MULTNOMAH COUNTY

SHEET No. 9

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-364 (3) US-364 (2)		See Index

2 E., W. M.
on 16

D.L.C.

TERCHANGE

Profiles
Widening on Ramps

Const. 15+85 Appr. Ly
Inst 12" Conc Pipe - 40'
Dr. Exc 2 C.Y.

Const. Raised Asph. Conc Traffic Nos.
Drg No 2088

R/W Line

S 8°43'02"E

N.E. COLUMBIA BLVD.

R R R/W Line

RR 855+26.07 P.O.T.
S.F. 10+66.68 P.T. EQUA.

82 (Detour)
S.C.L.
Δ= 7°05'
T= 70.92'

R.R. R/W

Road
ar. Surf.)

Inst. 1½" Galv. Rigid Electrical Conduit - 100'

C 82+89.57 P.O.T.
CB 12+21.50 P.O.T.

S.F. 9+25.01 P.C.

Const. Railroad Detour
See Sheet 13 for Profile

L 91+84.90 P.O.T.

Const. R.C.D.G. Structure - 184'
Drg Nos. 13965
Roadway Width - 62'
Const. Railroad - 71' incl. S-226, S-215, 11917
Drg. No's 13803, 13806
Variable Structure - 100.48'
Const. Railroad Width - 11' incl.
Drg. Nos. 13804, 13805
Detour Str - 201.25'

Match Line 'A'

A'

Easement Line

Const. 4'-30
Inst. 12" Appr. Ly
Dr. Exc. 2 C.Y. - 36'

S.F. Detour 1+00 P.C.
RR 845+63.93 P.O.T.

Const. 3'-50
Inst. 12" Appr. Ly
Dr. Exc. 2 C.Y. - 30'

House

Ga.

Ch. Ho.

Barn

Shed

Const. 4'-50
Road Appr.

Existing Pave

N.E. COLUMBIA BLVD.

S 8°43'02"E

"Z" 91+75 P.O.T.

℄ 92+05.01 =
L 92+05.01 P.O.C. 28.20' Lt.

Detour

Const. Metal Guard Rail 375' - 60' Rt.

S 73°03'01"E

R.R. R/W Line

93+45.01 P.T.

Const. Type "C" Curb

L 96+58.33 P.R.C.

"Z" 93+04.07 P.O.T. =
Cal. Bkwd. 91+92.43 P.O.T.

"D" 92+80.01 P.O.C. =
EQU. L 92+80.01 P.O.C. 28.20' Rt.
L 92+80.01
100' R.

L 93+45.01 P.T.

EQU. L 93+77.63 P.O.T. =
R.R. 850+47.58 P.O.T.

R.R. R/W
Const. Metal Guard Rail 375'

R.R. (Detour)
S.C.L.
Δ= 14°10'
T= 142.39'

L R/W Line

S.F. 4+41.67 P.C.

L 94+25.00 P.C.

Sec. 16

Const. Metal Guard Rail - 600' Rt.
600' Lt.

Sec. 17

Conc. Loading Dock

Mixermobile Mfgs.

S.F. 2+41.67 P.T.

R.R. (Detour)
S.C.L.
Δ= 7°05'
T= 70.92'

Note:
For Spur Track plan and profile see Sheet 10-A.

A'

T. 1 N., R. 2 E.
Section

+50 Const. Manhole
Const. 2 Catch Inlets (Type D)
Inst. 12" C.S.P. 216'
Dr. Exc. - 45 C.Y.

Const. Manhole
Const. 2 Catch Inlets (Type G-1)
+00, Inst. 12" C.S.P. - 255'
Dr. Exc. - 105 C.Y.

Const. Manhole
Const. 2 Catch Inlets (Type G-1)
Install 8" C.S.P. - 106'
Dr. Exc. - 16 C.Y.

NOTE: Temporary Inst. Pipe to be removed and Salvaged during final Grading
(Inst. 18" Conc. P. 280
Dr. Exc. - 12 C.Y.

"C" 92+05.01
L.N. 92+05.01 POC 23.22 Lt.

℄ Type D

℄ Type D

℄ Type D

AIRPORT–ALBERTA ST. SEC. 82nd AVE & CASCADE HWY MULTNOMAH COUNTY				SHEET No. 7
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-364(3) I5-364(2)		See Index

T. 1 N., R. 2 E., W.M.
Section 16

NE COLUMBIA BLVD.

NE KILLINGSWORTH

See Br. Drg. 13989 for details of 8" Metal Drain Pipe

Const. Manhole
Const. (3) Catchinlets (Type G-1)
Inst. 8" C.S.P. - 6'
Inst. 12" C.S.P. - 145'
Inst. 8" Horiz. Dr. Pipe - 350'
Dr. Exc. - 39 C.Y.

Const. Manhole
Const. - 2 Catchinlets (Type G-1)
Inst. 8" C.S.P. - 81'
Dr. Exc. - 16 C.Y.

NOTE:
Connect 8" Dr. Pipe to 2-6" Std. Dr. Pipes with Water Tight Connection See Drg. 13808

D.W.R.R.R.

Install 36" C.S.P. - 363', Dr. Exc. 470 C.Y.

Install 36" C.S.P. - 380', Dr. Exc. - 495 C.Y.

8" M.Dr.

Bldg.

Columbia Blvd.

Ground Line

Finished Grade 28.2' Lt. or Rt.

150' Inc.

500' VC.

300' VC.

+3.27

+2.37%

+2.07%

+40, 58.03

130, 42.15

125 El. 45.15

Exc. 28,452
Emb. 23,217

to Stockpile site (See Shts. 8 & 10)

Exc. 650
Emb. 702

50 M. 62,000 Yd. Sta.

Exc. 20,115

Selected Subg. Mat. Exc. 14,950

See Sheet 9

RECEIVED
OCT 30
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 23, 1959
Salem Office

SUBJECT: Multnomah County Drainage District No. 1

To: Mr. W. T. Wright
Right of Way Engineer
O f f i c e

Attention: D. H. Hoehring

I refer you to the letter I have just written in regard to the Peninsula Drainage District and the information contained therein. We have received several statements for assessments to the Multnomah County Drainage District No. 1, involving land acquired by the above-numbered files.

Broken down this is as follows:

The 82nd Street extension from Columbia to Lombard, covering files 26381, 26382 and 27706, an assessment of $133.65.

Parts of Tract K, Tract E, and Tract J, except the South 80 feet of Love's Addition on files 14790 and 14791, an assessment of $23.65.

Property acquired by file 27167 on the Portland International Airport-N. E. Alberta Street Section of the Cascade Highway, an assessment of $9.30.

You advised me that all of this land except a part of Tracts K, E and J beyond 125 feet from our center line was right of way. Would you also advise to what extent the roadway is benefited by the Drainage District under the provisions of Section 547.225 (5) O.R.S.

JAMES R. KUHN
Staff Attorney

JRK:jr

cc George E. Rohde

FORM ESO—90M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 23, 1959
Salem Office

NOTED
G. E. Rohde

SUBJECT: File No. 15072
Peninsula Drainage District No. 2

To: Mr. W. T. Wright
Right of Way Engineer
O f f i c e

Attention: D. H. Moehring

In July we received a letter from the Peninsula Drainage District No. 2, advising that they were adding to our assessment in the District. They advised that in prior years our assessment had only covered a small part of the land we owned in the District, and that after considerable effort they had compiled a list of our ownership. With the letter they attached a sheet setting forth the parcels of land which we had acquired within the District. Attached hereto is a photo copy of this letter from the Drainage District and a copy of the list of properties. I also attach three maps upon which I have had outlined in colored pencil the areas covered by the list of properties.

In checking the files, I find that for at least the last four years we have paid an assessment to the District of $258.90. This year because of the additional acreage our assessment amounts to $489.10. You have advised me that all of this property is held as highway right of way.

Section 547.225 O.R.S. (5) provides: "The public highways, railroads and other rights of way, roadways and other property shall be assessed according to the increased physical efficiency and decreased maintenance cost thereof by reason of the protection to be derived from the proposed works and improvements." This section of the statute is taken from the chapter on drainage districts and specifically refers to their right of assessment. Therefore, we wish that someone in the Engineering Department would determine the benefits, if any, to be derived from this District so that we may determine the extent to which we can legally pay an assessment to the District.

JAMES R. KUHN
Staff Attorney

JRK:jr
Encls/letter copy
list of properties
3 maps

cc George E. Rohde

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 27, 1959

SUBJECT: Assessments-Property Held by State Highway Commission

To James Mann
Chief, Title Section.

O F F I C E

Attached please find a copy of a letter which I have written relative to Mr. I. C. Todd, Secretary for the Pendleton District Number Two, together with his letter attached.

I would appreciate it if you would check into this to ascertain just what property we own in the area, or rather, whether or not the property that they state is in our ownership is in our name. I would appreciate your doing this at your earliest convenience.

L. I. LUMAS
Chief Counsel

LLumas
Attach

See Todd memo

M. L. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
SALEM
GLENN L. JACKSON, MEMBER
PENDLETON
FLOYD GUSEY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 27, 1959

I. G. Todd
Peninsula Drainage District Number Two
American Bank Building
Portland, Oregon

Re: Assessments-Property Held by
State Highway Commission

Dear Mr. Todd:

This is to acknowledge your letter of July 23rd relative to the above matters.

This is to inform you that I shall make a study of the material you have sent me, and you will hear from me in the near future concerning the same.

Very truly yours,

L. L. LIVESAY
Chief Counsel

LLL:cmb

cc - James Bain

PENINSULA DRAINAGE DISTRICT NUMBER TWO
[redacted] AMERICAN BANK BUILDING
PORTLAND, OREGON

RECEIVED
JUL 27 1959
LEGAL DEPT.

July 23, 1959

REFERRED 7-27-59
TO Kuhn
FOR Checking & return
LEONARD I. LINDAS

State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed with this letter are several copies of the 1959-60 drainage assessment which this District is placing on the tax rolls of Multnomah County as being due from the State Highway Commission.

In prior years the assessment covered only a small part of the land owned by the Commission. After considerable effort and some expense this District has had compiled the ownership as presented in the enclosed listing of property. To possibly assist the Commission in locating and verifying this listing, there are enclosed also several photostats of the area involved, showing the roads and deed references.

In view of this discrepancy in prior years (from 1949-50), will the Commission accept an additional assessment for drainage on those lands not previously assessed? This District follows the County's records for ad velorem tax. When an agency, such as the State Highway Commission, acquires land, the land becomes non-taxable for ad velorem--consequently over a period of time, this District has lost track of much land that should contribute to the cost of drainage.

Yours truly,

I C Fall
Secretary

NOTED
JAMES R. KUHN

Enc. 5 Blueprints

94103 - 1345

State Highway Commission
Salem, Oregon

Tracts of land in Section 3, 1N1E, Multnomah County, Oregon described in various deeds, as follows:

		Book	Page	Acres
(1)	Approach to N.E. Union from West. North from section line 3-10 to N.E. Union Avenue - - - - - - - -	1329	428	1.30
(2)	Approach to N.E. Union from Vancouver Way as extension of N.E. Walker Street - - - - -	1318	371	2.15
(3)	N. Vancouver Way, North from Section line 3-10 to drainage canal - - - - -	1318	371	
		1338	436	
		1391	242	
		1320	248	
		1317	513	
		1316	356	
		1316	361	5.56
(4)	N.E. Union from section line 3-10, Northwest to Highway survey station 37 plus 64.77, exclusive of 80 foot right-of-way, but including extended area on Southwest side of highway - - -	1338	77	
		1325	558	
		1329	428	
		1318	371	
		1345	362	
		1686	102	
		1317	397	
		1427	439	28.17
(5)	N. Vancouver Way from drainage canal, Northwest to N. Marine Drive and approaches from East to N.E. Union Ave. - - - - -	1317	397	
	and condemnation proceedings: Suit 149-085 State vs. Wilmot; Suit 148-442 State vs. Masters; Suit 149-086 State vs. N.W. Properties			4.79
(6)	N.E. Union Ave. Northwest from Highway survey station 37 plus 64.77, exclusive of 80 foot right-of-way	807	446	
		735	558	6.94
				48.91

94104 - 0045

State Highway Commission
Salem, Oregon

Tracts of land in Section 4, 1N1E, Multnomah County, Oregon, described in various deeds, as follows:

		Book	Page	Acres
(1)	N. Denver Ave. underpass area exclusive of 90 foot right-of-way	1379	8	10.82
(2)	N. Denver Ave., North of underpass area to section line 33-4, and Section line 3-4, exclusive of 90 foot right-of-way - - - - - -	1427 1607	439 332	10.77
				21.59

State Highway Commission
Salem, Oregon

Tracts of land in Section 10, 1N1E, Multnomah County, Oregon, described in various deeds, as follows:

(1)	N. Schmeer Rd. between Vancouver and Union Avenues - - - -	1345	362	2.13
(2)	N. Vancouver Way, between Union and N.E. Gertz Road - - - -	1410	478	
		1316	361	
		1318	369	
		1317	512	
		1320	250	
		1381	481	
		1328	352	
		1315	371	
		1315	372	3.86
(3)	N.E. Union, between Columbia Slough and N.E. Gertz Road, exclusive of 80 foot right-of-way -	1410	478	2.21
(4)	N. Vancouver Way, between N.E. Gertz Road and section line 3-10 - - - - - -	1338	436	
		1318	371	0.69
(5)	N.E. Union, between N.E. Gertz Road and section line 3-10, exclusive of 80 foot right-of-way - -	1340	520	0.38
(6)	Approach to N.E. Union from West, opposite N.E. Gertz Road, from N.E. Union Ave. to section line 3-10 - - - - - -	1345	362	
		1475	395	0.96
				10.23

RECEIVED
MAY 2 - 1960
FOR FILING

May 2, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

State Highway contract #5240 for structures-grading-paving the Airport-Alberta Street Section of 82nd Avenue and Cascade Secondary Highway in Multnomah County was completed by the contractor, Warren Northwest, Inc., on November 13, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $35,189.52 will be released to the contractor on or after May 12, 1960. The total contract amount is $910,906.48, of which amount $33,795.73 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Federal Insurance Co.,
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

RECEIVED
DEC 17 1959
FOR FILING

Extent 5240

12-16-59

Highway transaction number	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
12-59		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
(13 2)		Project number: U8-364(2)

U8-364(2)
5240

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 14, 19 58, is hereby modified as follows:

Revised estimated total cost of project $ 795,628

Revised Federal funds $ 487,000

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16 day of December, 19 59.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: R. C. Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

December 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the North Portland Urban Boundary-Alberta Street Section, Project No. UB-364(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

November 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the North Portland Urban Boundary - Alberta Street Section, Project No. US-364(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sm

Enc.

Oregon State Highway Department

Federal Aid
Project No. US-364(2)

NORTH PORTLAND URBAN BOUNDARY-ALBERTA STREET

SECTION OF THE CASCADE HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, November 20, 1959

Type Code P. E.

Preliminary Engineering	All Required	$	$18,000.00

Type Code 6201
Roadway (Sta. 87+66.57 to Sta. 110 + 62.91) (Contract No. 5240)

Clearing and Grubbing	All Required(30%)		$ 3,000.00
Removal of Curbs	450 lin. ft.	0.25	112.50
Removal of Inlets	5 only	10.00	50.00
Drainage Excavation, Unclassified	4,700 cu. yds.	2.00	9,400.00
General Excavation, Unclassified	216,900 cu. yds.	0.28	60,732.00
Short Overhaul	102,000 yd. Sta.	0.01	1,020.00
Loading and Placing Topsoil	9,200 cu. yds.	1.00	9,200.00
Finishing Roadbed and slopes	All required(30%)		600.00
12-inch Concrete Pipe	170 lin. ft.	2.10	357.00
18-inch Concrete Pipe	310 lin. ft.	4.00	1,240.00
24-inch Concrete Pipe	34 lin. ft.	5.00	170.00
8-inch Metal Drain Pipe	600 lin. ft.	1.75	1,050.00
8-inch Sewer Pipe	260 lin. ft.	1.50	390.00
12-inch Sewer Pipe	750 lin. ft.	2.00	1,500.00
21-inch Sewer Pipe	360 lin. ft.	4.00	1,440.00
24-inch Sewer Pipe	170 lin. ft.	5.00	850.00
36-inch Reinforced Sewer Pipe	2,200 lin. ft.	8.00	17,600.00
Extra for Pipe under pavement	110 lin. ft.	5.00	550.00
Salvaging Culvert Pipe	330 lin. ft.	2.00	660.00
Concrete Manholes	10 only	250.00	2,500.00
Concrete Inlets, Type D	5 only	60.00	300.00
Concrete Inlets, Type G	2 only	60.00	120.0
Concrete Inlets, Type G-1	13 only	60.00	780.00
Concrete Curbs	130 cu. yds.	37.00	4,810.00
Concrete Islands	15 cu. yds.	44.00	660.00
3/4"-9" Dowel Pins	370 only	0.30	111.00
1 1/2 inch Electrical Conduit	900 lin. ft.	1.75	1,575.00
Metal Guard Rail	1,490 lin. ft.	2.22	3,307.80
Metal Median Barrier	1,200 lin. ft.	3.46	4,152.00
Metal Sight Posts, Single Reflector	40 only	2.90	116.00
Coarse Crushed Material in Base	25,600 tons	1.40	35,840.00
3/4"-0 Material in Base	6,000 tons	1.65	9,900.00
Sprinkling	830 M-Gal.	2.00	1,660.00
Preparation of Base	All required(30%)		150.00

3/4"-0 Material in Binder Course	500 tons	$ 2.40	$ 1,200.00
Furnishing and placing Aggregates	190 tons	5.50	1,045.00
RC-3 Asphalt	60 tons	37.00	2,220.00
120-150 Asphalt	12 tons	45.00	540.00
RS-1 Asphalt	3 tons	60.00	180.00
Class "B" Asphaltic Concrete	8,900 tons	5.20	46,280.00
Asphaltic Concrete Traffic Markers	2,700 lin. ft.	0.60	1,620.00
			$228,988.30
Work by Pacific Tel. & Tel. Co.	All Required		290.00
Work by Portland General Electric Co.	All Required		510.00
Work by Pacific Power & Light co.	All Required		380.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Erosion Control	All Required		2,862.50
			$234,030.80

Type Code X031
Traffic Signals (Sta. 100+18 and Sta. 110+62.91) (Contract 5531)

Traffic Signal Installation	All Required		$ 13,825.00

Type Code X005
Roadside Improvement (Sta. 87+66.57 to Sta. 110+62.91) (Contract No. 5547)

Furnishing and Planting Trees	50 only	$ 9.00	$ 450.00
Furnishing and Planting Shrubs	850 only	2.50	2,125.00
Furnishing and Planting Vines	12,000 only	0.37	4,440.00
Organic Fertilizer, 5-3-2	20 cwt.	5.50	110.00
Sawdust	58 units	15.00	870.00
			$ 7,995.00
Flagging (57½% of Contractors Cost)	All Required		50.00
Seeding	All Required		400.00
			$ 8,445.00
	Subtotal		$256,300.80
	10% Engr. & Cont.		25,630.08
	Total		$281,930.88

Type Code X721
Columbia Blvd. Undercrossing (Sta. 92+80.01) (Contract No. 5240)

Structural Excavation	400 cu. yds.	3.00	$ 1,200.00
Furnish 12" BP 53# Steel Piling	560 lin. ft.	5.00	2,800.00
Drive Steel Piles	14 only	53.00	742.00
Class "A" Concrete	694 cu. yds.	63.00	43,722.00
Metal Reinforcement	183,500 lbs.	0.13	23,855.00
Concrete Slab Riprap	500 sq. yds.	7.33	3,665.00
			$ 75,984.00

Type Code X631
S. P. Undercrossing (Sta. 93+92.33) (Contract No. 5240)

Structural Excavation	2,000 cu. yds.	3.00	6.000.00

Class "A" Concrete	1,678 cu. yds.	63.00	105,714.00
Metal Reinforcement	160,000 lbs.	0.13	20,800.00
Structural Steel	All Required		100,249.00
Furnish Timber Piling	2,235 lin. ft.	0.63	1,408.05
Drive Timber Piles	79 only	33.00	2,607.00
Lumber and Timber in Place	46 M-FBM	377.00	17,342.00
Standard 6" Steel Pipe	225 lin. ft.	9.33	2,099.25
Temporary Spar	All Required		2,300.00
Waterproofing	750 sq. yds.	5.00	3,750.00
			$262,269.30

Type Code X721
E. E. Killingsworth Undercrossing (Sta. 100+18.00) (Contract No. 5240)

Structural Excavation	425 cu. yds.	3.00	$ 1,275.00
Furnish 10" BP 42# Piling	560 lin. ft.	4.00	2,240.00
Drive Steel Piles	14 only	53.00	742.00
Class "A" Concrete	804 cu. yds.	63.00	50,652.00
Metal Reinforcement	181,500 lbs.	0.13	23,595.00
Metal Rail	364 lin. ft.	9.30	3,385.20
Concrete Slab Riprap	640 sq. yds	7.33	4,691.20
			$ 86,580.40
Work by U.P.R.R.	All Required		25,800.00
	Subtotal		$450,633.70
	10% Engr. & Cont.		45,063.37
	TOTAL		$495,697.07

Length of Roadway- - - - - - - - - - - 0.435 mi.
Length of 3 Structures - - - - - - - - 0.000 mi.
Total length - - - - - - - - - - - - - 0.435 mi.
Cost of Roadway per mi.- - - - - - - - $648,116.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 18,000.00	$ 11,000.00	$ 7,000.00
Roadway	281,930.88	169,200.00	112,730.88
Structure	495,697.07	306,800.00	188,897.07
	$795,627.95	$487,000.00	$308,627.95

Oregon State Highway Department

Federal Aid Project No. US-364(2)

NORTH PORTLAND URBAN BOUNDARY-ALBERTA STREET

SECTION OF THE CASCADE HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, September 17, 1959

Type Code P. E.			
Preliminary Engineering	All Required	$	$ 18,000.00
Type Code 6201			
Roadway (Sta. 87+66.57 to Sta. 110+62.91)(Contract No. 5240)			
Clearing and Grubbing	All Required	(30%)	$ 3,000.00
Removal of Curbs	450 lin. ft.	$0.25	112.50
Removal of Inlets	5 only	10.00	50.00
Drainage Excavation, Unclassified	4,700 cu. yds.	2.00	9,400.00
General Excavation, Unclassified	216,900 cu. yds.	0.28	60,732.00
Short Overhaul	102,000 yd. sta.	0.01	1,020.00
Loading and Placing Topsoil	9,200 cu. yds.	1.00	9,200.00
Finishing Roadbed and Slopes	All Required	(30%)	600.00
12-inch Concrete Pipe	170 lin. ft.	2.10	357.00
18-inch Concrete Pipe	310 lin. ft.	4.00	1,240.00
24-inch Concrete Pipe	34 lin. ft.	5.00	170.00
8-inch Metal Drain Pipe	600 lin. ft.	1.75	1,050.00
8-inch Sewer Pipe	260 lin. ft.	1.50	390.00
12-inch Sewer Pipe	750 lin. ft.	2.00	1,500.00
21-inch Sewer Pipe	360 lin. ft.	4.00	1,440.00
24-inch Sewer Pipe	170 lin. ft.	5.00	850.00
36-inch Reinforced Sewer Pipe	2,200 lin. ft.	8.00	17,600.00
Extra for Pipe under Pavement	110 lin. ft.	5.00	550.00
Salvaging Culvert Pipe	330 lin. ft.	2.00	660.00
Concrete Manholes	10 only	250.00	2,500.00
Concrete Inlets, Type D	5 only	60.00	300.00
Concrete Inlets, Type G	2 only	60.00	120.00
Concrete Inlets, Type G-1	13 only	60.00	780.00
Concrete Curbs	130 cu. yds.	37.00	4,810.00
Concrete Islands	15 cu. yds.	44.00	660.00
3/4"-9" Dowel Pins	370 only	0.30	111.00
1-1/2 inch Electrical Conduit	900 lin. ft.	1.75	1,575.00
Metal Guard Rail	1,490 lin. ft.	2.22	3,307.80
Metal Median Barrier	1,200 lin. ft.	3.46	4,152.00
Metal Sight Posts, Single Reflector	40 only	2.90	116.00
Coarse Crushed Material in Base	25,600 tons	1.40	35,840.00
3/4" - 0 Material in Base	6,000 tons	1.65	9,900.00
Sprinkling	830 M-gal.	2.00	1,660.00
Preparation of Base	All Required	(30%)	150.00
3/4" - 0 Material in Binder Course	500 tons	2.40	1,200.00
Furnishing and Placing Aggregates	190 tons	5.50	1,045.00
RC-3 Asphalt	60 tons	37.00	2,220.00
120-150 Asphalt	12 tons	45.00	540.00
RS-1 Asphalt	3 tons	60.00	180.00

Class "B" Asphaltic Concrete	8,900 tons	$5.20	$ 46,280.00
Asphaltic Concrete Traffic Markers	2,700 lin. ft.	0.60	1,620.00
			$228,988.30
Work by Pacific Tel. & Tel. Co.	All Required		290.00
Work by Portland General Electric Co.	All Required		510.00
Work by Pacific Power & Light Co.	All Required		380.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Erosion Control	All Required		2,862.50
			$234,030.80

Type Code Y031
Traffic Signals (Sta. 100+18 and Sta. 110+62.91)(Low Bid Prices)

Traffic Signal Installation	All Required		$ 13,825.00

Type Code Y005
Roadside Improvement (Sta. 87+66.57 to Sta. 110+62.91)

Furnishing and Planting Trees	50 only	$6.00	$ 300.00
Furnishing and Planting Shrubs	850 only	3.25	2,762.50
Furnishing and Planting Vines	12,000 only	0.45	5,400.00
Organic Fertilizer, 5-3-2	20 cwt.	5.00	100.00
Sawdust	58 units	12.50	725.00
			$ 9,287.50
Flagging (57½% of Contractor's Cost)	All Required		50.00
Seeding	All Required		400.00
			$ 9,737.50

Subtotal	$257,593.30
10% Engr. & Cont.	25,759.33
Total	$283,352.63

Type Code X721
Columbia Blvd. Undercrossing (Sta. 92+80.01)(Contract No. 5240)

Structural Excavation	400 cu. yds.	$3.00	$ 1,200.00
Furnish 12" BP 53# Steel Piling	560 lin. ft.	5.00	2,800.00
Drive Steel Piles	14 only	53.00	742.00
Class "A" Concrete	694 cu. yds.	63.00	43,722.00
Metal Reinforcement	183,500 lbs.	0.13	23,855.00
Concrete Slab Riprap	500 sq. yds.	7.33	3,665.00
			$ 75,984.00

Type Code X631
R.R. Undercrossing (Sta. 93+92.33)(Contract No. 5240)

Structural Excavation	2,000 cu. yds.	$3.00	$ 6,000.00
Class "A" Concrete	1,678 cu. yds.	63.00	105,714.00
Metal Reinforcement	160,000 lbs.	0.13	20,800.00
Structural Steel	All Required		100,249.00
Furnish Timber Piling	2,235 lin. ft.	0.63	1,408.05

Drive Timber Piles	79 only	$33.00	$ 2,607.00
Lumber and Timber in Place	46 M-fbm	377.00	17,342.00
Standard 6" Steel Pipe	225 lin. ft.	9.33	2,099.25
Temporary Spar	All Required		2,300.00
Waterproofing	750 sq. yds.	5.00	3,750.00
			$262,269.30

Type Code X721
N.E. Killingsworth Undercrossing (Sta. 100+18.00)(Contract No. 5240)

Structural Excavation	425 cu. yds.	$3.00	$ 1,275.00
Furnish 10" BP 42# Piling	560 lin. ft.	4.00	2,240.00
Drive Steel Piles	14 only	53.00	742.00
Class "A" Concrete	804 cu. yds.	63.00	50,652.00
Metal Reinforcement	181,500 lbs.	0.13	23,595.00
Metal Rail	364 lin. ft.	9.30	3,385.20
Concrete Slab Riprap	640 sq. yds.	7.33	4,691.20
			$ 86,580.40
Work by U.P.R.R.	All Required		25,800.00
	Subtotal		$450,633.70
	10% Engr. & Cont.		45,063.37
	Total		$495,697.07

Length of Roadway - - - - - - - 0.435 Mile
Length of 3 Structures- - - - 0.000 Mile
Total Length- - - - - - - - - - 0.435 Mile
Cost of Roadway Per Mile- - - $616,425.58

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 18,000.00	$ 11,000.00	$ 7,000.00
Roadway	283,352.63	174,400.00	108,952.63
Structure	495,697.07	306,800.00	188,897.07
	$797,049.70*	$492,200.00	$304,849.70

	Total Cost	Federal Funds
*Project Agreement Portion	$781,842.20	$483,000.00
PS & E Portion	15,207.50	9,200.00
	$797,049.70	$492,200.00

Oregon State Highway Department

Federal Aid
Project No. US-364(2)

NORTH PORTLAND URBAN BOUNDARY-ALBERTA STREET

SECTION OF THE CASCADE HIGHWAY IN MULTNOMAH COUNTY

(Estimate to Accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, August 10, 1959

Type Code P. E.			
Preliminary Engineering	All Required		$18,000.00
Type Code 6201			
Roadway (Sta. 87+66.57 to Sta. 110+62.91) (Contract No. 5240)			
Clearing and Grubbing	All Required (30%)		$ 3,000.00
Removal of Curbs	450 lin. ft.	$ .25	112.50
Removal of Inlets	5 only	10.00	50.00
Drainage Excavation, Unclassified	4,700 cu. yds.	2.00	9,400.00
General Excavation, Unclassified	216,900 cu. yds.	.28	60,732.00
Short Overhaul	102,000 yd. stas.	.01	1,020.00
Loading and Placing Topsoil	9,200 cu. yds.	1.00	9,200.00
Finishing Roadbed and Slopes	All Required (30%)		600.00
12-inch Concrete Pipe	170 lin. ft.	2.10	357.00
18-inch Concrete Pipe	310 lin. ft.	4.00	1,240.00
24-inch Concrete Pipe	34 lin. ft.	5.00	170.00
8-inch Metal Drain Pipe	600 lin. ft.	1.75	1,050.00
8-inch Sewer Pipe	260 lin. ft.	1.50	390.00
12-inch Sewer Pipe	750 lin. ft.	2.00	1,500.00
21.-inch Sewer Pipe	360 lin. ft.	4.00	1,440.00
24-inch Sewer Pipe	170 lin. ft	5.00	850.00
36-inch Reinforced Sewer Pipe	2,200 lin. ft.	8.00	17,600.00
Extra for Pipe under Pavement	110 lin. ft.	5.00	550.00
Salvaging Culvert Pipe	330 lin. ft.	2.00	660.00
Concrete Manholes	10 only	250.00	2,500.00
Concrete Inlets, Type D	5 only	60.00	300.00
Concrete Inlets, Type G	2 only	60.00	120.00
Concrete Inlets, Type G-1	13 only	60.00	780.00
Concrete Curbs	130 cu. yds.	37.00	4,810.00
Concrete Islands	15 cu. yds.	44.00	660.00
3/4" - 9" Dowel Pins	370 only	.30	111.00
1-1/2-inch Electrical Conduit	900 lin. ft.	1.75	1,575.00
Metal Guard Rail	1,490 lin. ft.	2.22	3,307.80
Metal Median Barrier	1,200 lin. ft.	3.46	4,152.00
Metal Sight Posts, Single Reflector	40 only	2.90	116.00
Coarse Crushed Material in Base	25,600 tons	1.40	35,840.00
3/4" - 0 Material in Base	6,000 tons	1.65	9,900.00
Sprinkling	830 M-gals.	2.00	1,660.00
Preparation of Base	All Required (30%)		150.00

3/4" - 0 Material in Binder Course	500 tons	$2.40	$ 1,200.00
Furnishing and Placing Aggregates	190 tons	5.50	1,045.00
RC-3 Asphalt	60 tons	37.00	2,220.00
120-150 Asphalt	12 tons	45.00	540.00
RS-1 Asphalt	3 tons	60.00	180.00
Class "B" Asphaltic Concrete	8,900 tons	5.20	46,280.00
Asphaltic Concrete Traffic Markers	2,700 lin. ft.	.60	1,620.00
			$228,988.30
Work by Pacific Telephone & Telegraph Co.	All Required		290.00
Work by Portland General Electric Co.	All Required		510.00
Work by Pacific Power & Light Co.	All Required		380.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Erosion Control	All Required		2,862.50
			$234,030.80

Type Code Y031
Traffic Signals (Sta. 100+18 and Sta. 110+62.91)

Traffic Signal Installation	All Required		$13,700.00

Type Code Y005
Roadside Improvement (Sta. 87+66.57 to Sta. 110+62.91)

Furnishing and Planting Trees	50 only	$6.00	$ 300.00
Furnishing and Planting Shrubs	850 only	3.25	2,762.50
Furnishing and Planting Vines	12,000 only	.45	5,400.00
Organic Fertilizer, 5-3-2	20 cwt	5.00	100.00
Sawdust	58 units	12.50	725.00
			$9,287.50
Flagging (57½% of Contractor's Cost)	All Required		50.00
Seeding	All Required		400.00
			$ 9,737.50
	Subtotal		$257,468.30
	10% Engr. & Cont.		25,746.83
	Total		$283,215.13

Type Code X721
Columbia Blvd. Undercrossing (Sta. 92+80.01)(Contract No. 5240)

Structural Excavation	400 cu. yds.	$3.00	$ 1,200.00
Furnish 12" BP 53# Steel Piling	560 lin. ft.	5.00	2,800.00
Drive Steel Piles	14 only	53.00	742.00
Class "A" Concrete	694 cu. yds.	63.00	43,722.00
Metal Reinforcement	183,500 lbs.	.13	23,855.00
Concrete Slab Riprap	500 sq. yds.	7.33	3,665.00
			$75,984.00

Type Code X631
R.R. Undercrossing (Sta. 93+92.33) (Contract No. 5240)

Structural Excavation	2,000 cu. yds.	$3.00	$ 6,000.00
Class "A" Concrete	1,678 cu. yds.	63.00	105,714.00
Metal Reinforcement	160,000 lbs.	.13	20,800.00
Furnish Timber Piling	All Required		100,249.00
Drive Timber Piles	2,235 lin. ft.	.63	1,408.05
Lumber and Timber in Place	79 only	33.00	2,607.00
Standard 6" Steel Pipe	46 M-fbm	377.00	17,342.00
Temporary Spar	225 lin. ft.	9.33	2,099.25
Waterproofing	All Required		2,300.00
	750 sq. yds.	5.00	3,750.00
			$262,269.30

Type Code X721
N.E. Killingsworth Undercrossing (Sta. 100+18.00) (Contract No. 5240)

Structural Excavation	425 cu. yds.	$3.00	$ 1,275.00
Furnish 10" BP 42# Piling	560 lin. ft.	4.00	2,240.00
Drive Steel Piles	14 only	53.00	742.00
Class "A" Concrete	804 cu. yds.	63.00	50,652.00
Metal Reinforcement	181,500 lbs.	.13	23,595.00
Metal Rail	364 lin. ft.	9.30	3,385.20
Concrete Slab Riprap	640 sq. yds.	7.33	4,691.20
Work by UPRR	All Required		$ 86,580.40
			25,800.00
	Subtotal		$450,633.70
	10% Engr. & Cont.		45,063.37
	Total		$495,697.07

Length of Roadway	0.435 mile
Length of 3 Structures	0.000 mile
Total Length	0.435 mile
Cost of Roadway per Mile	$616,425.58

SUMMARY OF FUNDS

Description	Total Cost	Federal Cost	State Funds
Preliminary Engineering	$ 18,000.00	$ 11,000.00	$ 7,000.00
Roadway	283,215.13	174,400.00	108,815.13
Structure	495,697.07	306,800.00	188,897.07
*	* $796,912.20	* $492,200.00	$304,712.20
P.A. Portion	* 791,812.20	* 489,000.00	
P.S.&E. Portion	* 5,100.00	* 3,200.00	

Oregon State Highway Department

Federal Aid
Project No. US-364(2)

NORTH PORTLAND URBAN BOUNDARY-ALBERTA STREET

SECTION OF THE CASCADE HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, July 17, 1959

Type Code P. E.

Preliminary Engineering	All Required		$ 18,000.00

Type Code 6201
Roadway (Sta. 87+66.57 to Sta. 110+62.91)(Contract No. 5240)

Clearing and Grubbing	All Required(30%)		$ 3,000.00
Removal of Curbs	450 lin. ft.	$ 0.25	112.50
Removal of Inlets	5 only	10.00	50.00
Drainage Excavation, Unclassified	4,700 cu. yds.	2.00	9,400.00
General Excavation, Unclassified	216,900 cu. yds.	0.28	60,732.00
Short Overhaul	102,000 yd. Sta.	0.01	1,020.00
Loading and Placing Topsoil	9,200 cu. yds.	1.00	9,200.00
Finishing Roadbed and Slopes	All Required(30%)		600.00
12-inch Concrete Pipe	170 lin. ft.	2.10	357.00
18-inch Concrete Pipe	310 lin. ft.	4.00	1,240.00
24-inch Concrete Pipe	34 lin. ft.	5.00	170.00
8-inch Metal Drain Pipe	600 lin. ft.	1.75	1,050.00
8-inch Sewer Pipe	260 lin. ft.	1.50	390.00
12-inch Sewer Pipe	750 lin. ft.	2.00	1,500.00
21-inch Sewer Pipe	360 lin. ft.	4.00	1,440.00
24-inch Sewer Pipe	170 lin. ft.	5.00	850.00
36-inch Reinforced Sewer Pipe	2,200 lin. ft.	8.00	17,600.00
Extra for Pipe Under Pavement	110 lin. ft.	5.00	550.00
Salvaging Culvert Pipe	330 lin. ft.	2.00	660.00
Concrete Manholes	10 only	250.00	2,500.00
Concrete Inlets, Type D	5	60.00	300.00
Concrete Inlets, Type G	2 only	60.00	120.00
Concrete Inlets, Type G-1	13 only	60.00	780.00
Concrete Curbs	130 cu. yds.	37.00	4,810.00
Concrete Islands	15 cu. yds.	44.00	660.00
3/4" - 9" Dowel Pins	370 only	0.30	111.00
1½-inch Electrical Conduit	900 lin. ft.	1.75	1,575.00
Metal Guard Rail	1,490 lin. ft.	2.22	3,307.80
Metal Median Barrier	1,200 lin. ft.	3.46	4,152.00
Metal Sight Posts, Single Reflector	40 only	2.90	116.00
Coarse Crushed Material in Base	25,600 tons	1.40	35,840.00
3/4" - 0 Material in Base	6,000 tons	1.65	9,900.00
Sprinkling	830 M-Gals.	2.00	1,660.00
Preparation of Base	All Required(30%)		150.00

3/4" - 0 Material in Binder Course	500 tons	$ 2.40	$ 1,200.00
Furnishing and Placing Aggregates	190 tons	5.50	1,045.00
MC-3 Asphalt	60 tons	37.00	2,220.00
120-150 Asphalt	12 tons	45.00	540.00
RS-1 Asphalt	3 tons	60.00	180.00
Class "B" Asphaltic Concrete	8,900 tons	5.20	46,280.00
Asphaltic Concrete Traffic Markers	2,700 lin. ft.	0.60	1,620.00
			$228,988.30
Work by Pacific Tel. & Tel. Co.	All Required		290.00
Work by Portland General Electric Co.	All Required		510.00
Work by Pacific Power & Light Co.	All Required		380.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Erosion Control and Roadside Improvement	All Required		12,600.00
	Subtotal		$243,768.30

Type Code Y031
Traffic Signals (Sta. 100+18 and Sta. 110+62.91)

Traffic Signal Installation	All Required	$ 13,700.00
	Subtotal	$257,468.00
	10% Engr. & Cont.	25,746.80
	Total	$283,214.80

Type Code X721
Columbia Blvd. Undercrossing (Sta. 92+80.01)(Contract No. 5240)

Structural Excavation	400 cu. yds.	$ 3.00	$ 1,200.00
Furnish 12" BP 53# Steel Piling	560 lin. ft.	5.00	2,800.00
Drive Steel Piles	14 only	53.00	742.00
Class "A" Concrete	694 cu. yds.	63.00	43,722.00
Metal Reinforcement	183,500 lbs.	0.13	23,855.00
Concrete Slab Riprap	500 sq. yds.	7.33	3,665.00
			$ 75,984.00

Type Code X631
R. R. Undercrossing (Sta. 93+92.33)(Contract No. 5240)

Structural Excavation	2,000 cu. yds.	$ 3.00	$ 6,000.00
Class "A" Concrete	1,678 cu. yds.	63.00	105,714.00
Metal Reinforcement	160,000 lbs.	0.13	20,800.00
Structural Steel	All Required		100,249.00
Furnish Timber Piling	2,235 lin. ft.	0.63	1,408.05
Drive Timber Piles	79 only	33.00	2,607.00
Lumber and Timber in Place	46 M-FBM	377.00	17,342.00
Standard 6" Steel Pipe	225 lin. ft.	9.33	2,099.25
Temporary Spar	All Required		2,300.00
Waterproofing	750 sq. yds.	5.00	3,750.00
			$262,269.30

Type Code X721
N.E. Killingsworth Undercrossing (Sta. 100+18.00)(Contract No. 5240)

Structural Excavation	425 cu. yds.	$ 3.00	$ 1,275.00
Furnish 10" BP 42# Piling	560 lin. ft.	4.00	2,240.00
Drive Steel Piles	14 only	53.00	742.00
Class "A" Concrete	804 cu. yds.	63.00	50,652.00
Metal Reinforcement	181,500 lbs.	0.13	23,595.00
Metal Rail	364 lin. ft.	9.30	3,385.20
Concrete Slab Riprap	640 sq. yds.	7.33	4,691.20
			$ 86,580.40
Work by U.P.R.R.	All Required		25,800.00
	Subtotal		$450,633.70
	10% Engr. & Cont.		45,063.37
	Total		$495,697.07

Length of Roadway - - - - - - - - - - - - - - - 0.435 mi.
Length of 3 Structures- - - - - - - - - - - - - 0.000 mi.
Total Length- - - - - - - - - - - - - - - - - - 0.435 mi.
Cost of Roadway per Mile- - - - - - - - - - - - $616,425.58

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 18,000.00	$ 11,000.00	$ 7,000.00
Roadway	283,214.80	174,400.00	108,814.80
Structure	495,697.07	306,800.00	188,897.07
	$796,911.87	$492,200.00	$304,711.87

Monthly Transaction No.

RECEIVED
OCT 15 1958
FOR FILING

Project Report No.

Form (9-1.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Oregon

County Multnomah

Project No. I5-364(2)

FEDERAL-AID PROJECT AGREEMENT

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

North Portland Urban Bdy. to Alberta St. (82nd St. Extension)

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering	11-19-57	-------
Rights-of-Way		
Construction	5-14-58	0.4
Other (*Specify*)		

FUNDS

Estimated total cost of project	Federal funds
$ 781,842.00	$ 483,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. O. Polk
Division Engineer

Date executed by
Division Engineer October 14, 1958

USComm-DC 40257

October 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the North Portland Urban Boundary-Alberta Street Section, Project No. U S-364(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RNC:cr

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.5

October 7, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of proposed project agreement and one copy of approved detail estimate for each of the following projects:

US-364(2) North Portland Urban Bdy. to Alberta St.

If the project agreements are satisfactory, they should be signed and returned to this office.

Very truly yours,

C. C. Folk
Division Engineer

Encls.

RECEIVED
OCT 1958
STATE OF
HIGHWAY ENGINEER

September 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Portland Urban Boundary-Alberta Street Section, Project No. US-364(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:maj

Oregon State Highway Department

Federal Aid
Project No. US-364(2)

NORTH PORTLAND URBAN BOUNDARY-ALBERTA STREET

SECTION OF THE C.C.C. DA.IGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, August 28, 1958

Type Code P. E. Preliminary Engineering	All Required	$	$18,000.00
Type Code 6201 Roadway (Sta. 87 +66.57 to Sta 110 +62.91)(Contract No. 5240)			
Clearing and Grubbing	All Required(30%)		$ 3,000.00
Removal of Curbs	450 lin. ft.	0.25	112.50
Removal of Inlets	5 only	10.00	50.00
Drainage Excavation, Unclassified	4,700 cu. yds.	2.00	9,400.00
General Excavation, Unclassified	216,900 cu. yds.	0.28	60,732.00
Short Overhaul	102,000 yd. Sta.	0.01	1,020.00
Loading and Placing Topsoil	9,200 cu. yds.	1.00	9,200.00
Finishing Roadbed and slopes	All Required(30%)		600.00
12-inch Concrete Pipe	170 lin. ft.	2.10	357.00
18-inch Concrete Pipe	310 lin. ft	4.00	1,240.00
24-inch Concrete Pipe	34 lin. ft.	5.00	170.00
8-inch Metal Drain Pipe	600 lin. ft.	1.75	1,050.00
8-inch Sewer Pipe	260 lin. ft.	1.50	390.00
12-inch Sewer Pipe	750 lin. ft.	2.00	1,500.00
21-inch Sewer Pipe	360 lin. ft.	4.00	1,440.00
24-inch Sewer Pipe	170 lin. ft.	5.00	850.00
36-inch Reinforced Sewer Pipe	2,200 lin. ft.	8.00	17,600.00
Extra for Pipe under pavement	110 lin. ft.	5.00	550.00
Salvaging Culvert Pipe	330 lin. ft.	2.00	660.00
Concrete Manholes	10 only	250.00	2,500.00
Concrete Inlets, Type D	5 only	60.00	300.00
Concrete Inlets, Type G	2 only	60.00	120.00
Concrete Inlets, Type G-1	13 only	60.00	780.00
Concrete Curbs	130 cu. yds.	37.00	4,810.00
Concrete Islands	15 cu. yds.	44.00	660.00
3/4"-9" Dowel Pins	370 only	0.30	111.00
1 1/2 inch Electrical Conduit	900 lin. ft.	1.75	1,575.00
Metal Guard Rail	1,490 lin. ft.	2.22	3,307.80
Metal Median Barrier	1,200 lin. ft.	3.46	4,152.00
Metal Sight Posts, Single Reflector	40 only	2.90	116.00
Coarse Crushed Material in Base	25,600 tons	1.40	35,840.00
3/4"-0 Material in Base	6,000 tons	1.65	9,900.00
Sprinkling	830 M—Gal.	2.00	1,660.00
Preparation of Base	All Required (30%)		150.00

3/4"-0 Material in Binder Course	500 tons	$ 2.40	$ 1,200.00
Furnishing and Placing Aggregates	190 tons	5.50	1,045.00
RC-3 Asphalt	60 tons	37.00	2,220.00
120-150 Asphalt	12 tons	45.00	540.00
RS-1 Asphalt	3 tons	60.00	180.00
Class "B" Asphaltic Concrete	9,900 tons	5.20	46,280.00
Asphaltic Concrete Traffic Markers	2,700 lin.ft.	0.60	1,620.00
			$228,984.30
Work by Pacific Tel. & Tel. Co.	All Required		290.00
Work by Portland General Electric Co.	All Required		340.00
Work by Pacific Power & Light Co.	All Required		510.00
Flagging (57 # of Contractor's Cost)	All Required		1,000.00
Erosion Control and Roadside Improvement	All Required		12,600.00
	Subtotal		$243,768.30
	10% Engr. & Cont.		24,376.83
	TOTAL		$268,145.13

Type Code X721
Columbia Blvd. Undercrossing (Sta. 92 ∠ 80.01)(Contract No. 5240)

Structural Excavation	400 cu.yds.	3.00	1,200.00
Furnish 12" BP 53# Steel Piling	560 lin.ft.	5.00	2,800.00
Drive Steel Piles	14 only	53.00	742.00
Class "A" Concrete	694 cu.yds.	63.00	43,722.00
Metal Reinforcement	183,500 lbs.	0.13	23,855.00
Concrete Slab Riprap	500 sq.yds.	7.33	3,665.00
			$75,984.00

Type Code X631
N. B. Undercrossing (Sta. 93 ∠ 92.33)(Contract No. 5240)

Structural Excavation	2,000 cu.yds.	3.00	6,000.00
Class "A" Concrete	1,678 cu.yds.	63.00	105,714.00
Metal Reinforcement	160,000 lbs.	0.13	20,800.00
Structural Steel	All Required		100,249.00
Furnish Timber Piling	2,235 lin.ft.	0.63	1,404.05
Drive Timber Piles	79 only	33.00	2,607.00
Lumber and Timber in Place	46 M-FBM	377.00	17,342.00
Standard 6" Steel Pipe	225 lin.ft.	9.33	2,099.25
Temporary Spar	All Required		2,300.00
Waterproofing	750 sq.yds.	5.00	3,750.00
			$262,269.30

Type Code X721
N.B. Killingsworth Undercrossing (Sta. 100 ∠ 18.00)(Contract No. 5240)

Structural Excavation	425 cu.yds.	3.00	1,275.00
Furnish 10" BP 42# Piling	560 lin.ft.	4.00	2,240.00
Drive Steel Piles	14 only	53.00	742.00
Class "A" Concrete	804 cu.yds.	63.00	50,652.00
Metal Reinforcement	141,500 lbs.	0.13	23,595.00

Metal Rail	364 lin.ft.	$9.30	$ 3,385.20
Concrete Slab Riprap	640 sq.yds.	7.33	4,691.20
			$ 86,550.40
Work by U.P.R.R.	All Required		25,000.00
	Subtotal		$450,633.70
	10% Engr. & Cont.		45,063.37
	TOTAL		$495,697.07

Length of Roadway	0.435 mi.
Length of 3 Structures	0.000 mi.
Total length	0.435 mi.
Cost of Roadway per mile	$616,425.58

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$18,000.00	$11,000.00	$7,000.00
Roadway	268,145.13	165,200.00	102,945.13
Structures	495,697.07	306,800.00	188,897.07
	$781,842.20	$483,000.00	$298,842.20

State Funds For Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 527, laws 1939.

State Funds For Maintenance: Chap. 529, laws 1939.

NORTH PORTLAND URBAN BOUNDARY-ALBERTA STREET SECTION

Project No. US-364(2)

Estimated cost of work to be done by U.P.R.R. Co.

Construct and Remove Shoofly Track	$16,420.00	
Construct Temporary Track to Mixmobile	9,910.00	
Revision to Communications and Signals	410.00	
Remove and Restore Main Tracks	7,330.00	
Salvage Credit	8,650.00	cr.
	$25,320.00	
Use	25,300.00	

Estimated cost of work by the Portland General Electric Co.

Labor	$ 261.00	
Materials	37.77	
Overhead	61.08	
Less Materials sold to Telephone Co.	25.00	cr.
	$ 334.85	
Use	$ 330.00	

Estimated costs of work by the Pacific Power & Light Co.

Labor	$ 374.00	
Materials	226.50	
Misc. and Overhead	120.00	
Less Depreciation	206.80	cr.
	$ 513.70	
Use	$ 510.00	

Estimated costs of work by Pacific Tel. & Tel. Co.

Labor	$ 202.00	
Materials	38.00	
Equipment	22.00	
Miscellaneous	20.00	
Less Salvage	41.00	Cr.
	$ 291.00	
Use	$ 290.00	

Oregon State Highway Department

Federal Aid
Project No. US-364(2)

NORTH PORTLAND URBAN BOUNDARY-ALBERTA STREET

SECTION OF THE CASCADE HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon May 14, 1958

Type Code P. E.			
Preliminary Engineering	All Required		$ 18,000.00
Type Code 6201			
Roadway (Sta. 87+66.57 to Sta. 110+62.91)			
Clearing and Grubbing	All Required (30%)		$ 3,000.00
Removal of Curbs	450 cu. yds.	.35	157.50
Removal of Inlets	5 only	20.00	100.00
Drainage Excavation, Unclassified	4,700 cu. yds.	3.00	14,100.00
General Excavation, Unclassified	216,900 cu. yds.	.30	65,070.00
Short Overhaul	102,000 yd. sta.	.015	1,530.00
Loading and Placing Topsoil	9,200 cu. yds.	1.00	9,200.00
Finishing Roadbed and Slopes	All Required (30%)		450.00
12-inch Concrete Pipe	170 lin. ft.	2.50	425.00
18-inch Concrete Pipe	310 lin. ft.	4.50	1,395.00
24-inch Concrete Pipe	34 lin. ft.	6.00	204.00
8-inch Metal Drain Pipe	600 lin. ft.	2.50	1,500.00
8-inch Sewer Pipe	260 lin. ft.	2.00	520.00
12-inch Sewer Pipe	750 lin. ft.	2.50	1,875.00
21-inch Sewer Pipe	360 lin. ft.	4.50	1,620.00
24-inch Sewer Pipe	170 lin. ft.	5.25	892.50
36-inch Reinforced Sewer Pipe	2,200 lin. ft.	10.00	22,000.00
Extra for Pipe Under Pavement	110 lin. ft.	3.00	330.00
Salvaging Culvert Pipe	330 lin. ft.	2.50	825.00
Concrete Manholes	10 only	275.00	2,750.00
Concrete Inlets, Type "D"	5 only	75.00	375.00
Concrete Inlets, Type "G"	2 only	75.00	150.00
Concrete Inlets, Type "G-1"	13 only	75.00	975.00
Concrete Curbs	130 cu. yds.	45.00	5,850.00
Concrete Islands	15 cu. yds.	45.00	675.00
3/4" - 9" Dowel Pins	370 only	.45	166.50
1½-inch Electrical Conduit	900 lin. ft.	1.75	1,575.00
Metal Guard Rail	1,490 lin. ft.	3.00	4,470.00
Metal Median Barrier	1,200 lin. ft.	4.50	5,400.00
Metal Sight Posts, Single Reflector	40 only	3.75	150.00
Coarse Crushed Material in Base	25,600 tons	1.10	28,160.00
3/4" - 0 Material in Base	6,000 tons	1.25	7,500.00
Sprinkling	830 M-gals.	3.00	2,490.00

Preparation of Base	All Required (30%)		120.00
3/4" - 0 Material in Binder Course	500 tons	2.50	1,250.00
Furnishing and Placing Aggregates	190 tons	2.50	475.00
RC-3 Asphalt	60 tons	40.00	2,400.00
120-150 Asphalt	12 tons	38.00	456.00
RS-1 Asphalt	3 tons	40.00	120.00
Class "B" Asphaltic Concrete	8,900 tons	5.25	46,725.00
Asphaltic Concrete Traffic Markers	2,700 lin. ft.	1.00	2,700.00
			$240,126.50
Flagging (57½% of Contractors Cost)	All Required		1,000.00
Erosion Control & Roadside Improvement	All Required		12,600.00
	Subtotal		$253,726.50
	10% Engr. & Cont.		25,372.65
	Total		$279,099.15

Type Code X721
Columbia Blvd. Undercrossing (Sta. 92+80.01)

Structural Excavation	400 cu. yds.	8.00	3,200.00
Furnish 12" BP 53# Steel Piling	560 lin. ft.	6.00	3,360.00
Drive Steel Piles	14 only	60.00	840.00
Class "A" Concrete	694 cu. yds.	70.00	48,580.00
Metal Reinforcement	183,500 lbs.	.125	22,937.50
Concrete Slab Riprap	500 sq. yds.	8.00	4,000.00
			$ 82,917.50

Type Code X631
R. R. Undercrossing (Sta. 93+92.33)

Structural Excavation	1,800 cu. yds.	8.00	14,400.00
Class "A" Concrete	1,678 cu. yds.	70.00	117,460.00
Metal Reinforcement	160,000 lbs.	.125	20,000.00
Structural Steel	All Required		161,400.00
Furnish Timber Piling	2,235 lin. ft.	.80	1,788.00
Drive Timber Piles	79 only	60.00	4,740.00
Lumber and Timber in Place	38 M-fbm	250.00	9,500.00
Standard 6" Steel Pipe	225 lin. ft.	2.50	562.50
Temporary Spur	All Required		1,000.00
Waterproofing	750 sq. yds.	3.00	2,250.00
			$333,100.50

Type Code X721
N. E. Killingsworth Undercrossing (Sta. 100+18.00)

Structural Excavation	425 cu. yds.	8.00	3,400.00
Furnish 10" BP 42# Piling	560 lin. ft.	5.00	2,800.00
Drive Steel Piles	14 only	60.00	840.00

Class "A" Concrete	804 cu. yds.	70.00	56,280.00
Metal Reinforcement	181,500 cu. yds.	.125	22,687.50
Metal Rail	364 lin. ft.	12.00	4,368.00
Concrete Slab Riprap	640 sq. yds.	8.00	5,120.00
			$95,495.50
Work by U.P.R.R.	All Required		25,800.00
	Subtotal		$537,313.50
	10% Engr. & Cont.		53,731.35
	Total		$591,044.85

Length of Roadway. . . . . 0.435 mile
Length of 3 Structures . . . . . 0.000 mile
Total Length . . . . . 0.435 mile
Cost of Roadway per mile $641,607.24

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 18,000.00	$ 11,000.00	$ 7,000.00
Roadway	279,099.15	172,500.00	106,599.15
Structures	591,044.85	365,500.00	225,544.85
	$888,144.00	$549,000.00	$339,144.00

NORTH PORTLAND URBAN BOUNDARY-ALBERTA STREET SECTION

PROJECT NO. US-364(2)

(Estimated cost of work to be done by U.P.R.R. Co.)

Construct and Remove Shoofly Track	$ 16,420.00	
Construct Temporary Track to Mixmobile	9,910.00	
Revision to Communications and Signals	810.00	
Remove and Restore Main Tracks	7,330.00	
Salvage Credit	8,650.00	Cr.
	$ 25,820.00	
Use	$ 25,800.00	

Oregon State Highway Department

Federal Aid
Project No. U3-364(2)

NORTH PORTLAND URBAN BOUNDARY-ALBINA STREET SECTION
OF THE CASCADE HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 27, 1953

Type Code P. E.

Preliminary Engineering	All Required	$ 18,000.00

Type Code 6201
Roadway (Sta. 87+66.57 to Sta. 110+62.91)

Clearing and Grubbing	All Required (30%)		$ 3,000.00
Removal of Curbs	450 lin. ft.	$ 0.35	157.50
Removal of Inlets	5 only	20.00	100.00
Drainage Excavation, Unclassified	4,700 cu. yds.	3.00	14,100.00
General Excavation, Unclassified	216,900 cu. yds.	0.30	65,070.00
Short Overhaul	102,000 yd. sta.	0.015	1,530.00
Loading and Placing Topsoil	9,200 cu. yds.	1.00	9,200.00
Finishing Roadbed and Slopes	All Required (30%)		450.00
12-inch Concrete Pipe	170 lin. ft.	2.50	425.00
18-inch Concrete Pipe	310 lin. ft.	4.50	1,395.00
24-inch Concrete Pipe	34 lin. ft.	6.00	204.00
8-inch Metal Drain Pipe	600 lin. ft.	2.50	1,500.00
8-inch Sewer Pipe	260 lin. ft.	2.00	520.00
12-inch Sewer Pipe	750 lin. ft.	2.50	1,875.00
21-inch Sewer Pipe	360 lin. ft.	4.50	1,620.00
24-inch Sewer Pipe	170 lin. ft.	5.25	892.50
36-inch Reinforced Sewer Pipe	2,200 lin. ft.	10.00	22,000.00
Extra for Pipe Under Pavement	110 lin. ft.	3.00	330.00
Salvaging Culvert Pipe	330 lin. ft.	2.50	825.00
Concrete Manholes	10 only	275.00	2,750.00
Concrete Inlets, Type "D"	5 only	75.00	375.00
Concrete Inlets, Type "G"	2 only	75.00	150.00
Concrete Inlets, Type "C-1"	13 only	75.00	975.00
Concrete Curbs	130 cu. yds.	45.00	5,850.00
Concrete Islands	15 cu. yds.	45.00	675.00
3/4" - 9" Dowel Pins	370 only	0.45	166.50
1½-inch Electrical Conduit	900 lin. ft.	1.75	1,575.00
Metal Guard Rail	1,490 lin. ft.	3.00	4,470.00
Metal Median Barrier	1,200 lin. ft.	4.50	5,400.00
Metal Sight Posts, Single Reflector	40 only	3.75	150.00

Course Crushed Material in Base	25,600	tons	$ 1.10	$ 28,160.00
3/4" - 0 Material in Base	6,000	tons	1.25	7,500.00
Sprinkling	830	M-Gals.	3.00	2,490.00
Preparation of Base	All	Required (30%)		120.00
3/4" - 0 Material in Binder Course	500	tons	2.50	1,250.00
Furnishing and Placing Aggregates	190	tons	2.50	475.00
EC-3 Asphalt	60	tons	40.00	2,400.00
120-150 Asphalt	12	tons	38.00	456.00
RS-1 Asphalt	3	tons	40.00	120.00
Class "B" Asphaltic Concrete	8,900	tons	5.25	46,725.00
Asphaltic Concrete Traffic Markers	2,700	lin. ft.	1.00	2,700.00
				$240,126.50
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Erosion Control and Roadside Improvement	All	Required		12,600.00
		Subtotal		$253,726.50
		10% Engr. & Cont.		25,372.65
		Total		$279,099.15

Type Code X721
Columbia Blvd. Undercrossing (Sta. 92+80.01)

Structural Excavation	400	cu. yds.	$ 8.00	$ 3,200.00
Furnish 12" BP 53# Steel Piling	560	lin. ft.	6.00	3,360.00
Drive Steel Piles	14	only	60.00	840.00
Class "A" Concrete	694	cu. yds.	70.00	48,580.00
Metal Reinforcement	183,500	lbs.	0.125	22,937.50
Concrete Slab Riprap	500	sq. yds.	8.00	4,000.00
				$ 82,917.50

Type Code X631
R. R. Undercrossing (Sta. 93+92.33)

Structural Excavation	2,000	cu. yds.	$ 8.00	$ 16,000.00
Class "A" Concrete	1,678	cu. yds.	70.00	117,460.00
Metal Reinforcement	160,000	lbs.	0.125	20,000.00
Structural Steel	All	Required		161,400.00
Furnish Timber Piling	2,235	lin. ft.	0.80	1,788.00
Drive Timber Piles	79	only	60.00	4,740.00
Lumber and Timber in Place	46	M-FBM	250.00	11,500.00
Standard 6" Steel Pipe	225	lin. ft.	2.50	562.50
Temporary Spur	All	Required		1,000.00
Waterproofing	750	sq. yds.	3.00	2,250.00
				$336,700.50

Tyee Coin X721
H. E. Billingsworth Undercrossing (Stn. 100+16.00)

Structural Excavation	425 cu. yds.	$ 8.00	$ 3,400.00
Furnish 10" BP 42# Piling	560 lin. ft.	5.00	2,800.00
Drive Steel Piles	14 only	60.00	840.00
Class "A" Concrete	804 cu. yds.	70.00	56,280.00
Metal Reinforcement	181,500 lbs.	0.125	22,687.50
Metal Rail	364 lin. ft.	12.00	4,368.00
Concrete Slab Riprap	640 sq. yds.	8.00	5,120.00
			$ 95,495.50
Work by U.P.R.R.	All Required		25,800.00
	Subtotal		$540,913.50
	10% Engr. & Cont.		54,091.35
	Total		$595,004.85

Length of Roadway	0.435 Mile
Length of 3 Structures	0.000 Mile
Total Length	0.435 Mile
Cost of Roadway Per Mile	$641,607.24

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 18,000.00	$ 11,000.00	$ 7,000.00
Roadway	279,099.15	172,700.00	106,399.15
Structures	595,004.85	368,300.00	226,704.85
	$892,104.00	$552,000.00	$340,104.00

NORTH PORTLAND URBAN BOUNDARY-ALBERTA STREET SECTION

Project No. US-364(2)

(Estimated Cost of work to be done by U. P. R. R. Co.)

Construct and Remove Shoofly Track		$16,420.00
Construct Temporary Track to Mammoth		9,910.00
Deviation to Communications and Signals		810.00
Remove and Restore Main Tracks		7,330.00
Salvage Credit	Cr.	8,650.00
		$25,820.00
	Use	$25,800.00

RECEIVED
DEC 17 1959
FOR FILING

December 16, 1959

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc., a portion of the funds heretofore retained by the Commission on contract #5240 for structures-grading-paving the Airport-Alberta Street Section of 82nd Avenue and Cascade Secondary Highway in Multnomah County.

This payment, in the amount of $22,212.51, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $26,909.57. The present payment will be released on or after December 28, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

RECEIVED
DEC 14 1959
FOR FILING

December 11, 1959

Mautz, Souther, Spaulding, Kinsey & Williamson
Board of Trade Building
Portland 4, Oregon

Attention: Mr. Wayne A. Williamson
Your File I-5476

Gentlemen:

This is in reply to your letter of December 10 regarding State Highway Contract No. 5240, Warren Northwest, Inc., for structures, grading and paving on the Airport-Alberta Street Section, 82nd Avenue and Cascade Highway, Multnomah County.

Our Bridge Division informs us that page 43 of the contract with the notation at the bottom of the sheet "Revised as per letter of May 26, 1958" is the revised, corrected page. Attached is a photocopy of page 43 as taken from our office copy of this contract.

As requested, we are attaching a photocopy of the letter dated May 26, 1958, which was mailed to all prospective bidders on this project. Also enclosed are copies of our Standard Specifications for Highway and Bridge Construction, Issue of May 1, 1954.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

encs. 4

CWH:ms

ROBERT T. MAUTZ
CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
RAYMOND P. UNDERWOOD
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
JOHN R. SABIN
DOUGLAS M. THOMPSON
JAMES R. MOORE
JAMES H. BRUCE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
JOHN B. SOUTHER

MAUTZ, SOUTHER, SPAULDING, KINSEY & WILLIAMSON
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

R. W. WILBUR
1892-1950
H. B. BECKETT
1912-1950

December 10, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

RE: Knight, Plew & Secord vs. G. D. Dennis & Sons et al
Our File I-9476

Dear Mr. Query:

This office represents G. D. Dennis & Sons in connection with law suits that have been filed against them and Warren Northwest, Pacific Concrete Company and others. I have in my possession a copy of the contract No. 5240 awarded to Warren Northwest, Inc. by the Oregon State Highway Commission, which is the contract that is concerned with the construction project out of which this litigation arises.

On page 43 of the contract a notation is found as follows:

ok "Revised as per letter of May ? , 1959".

I am not certain if this means that the page 43 that I have is the revised page or if the page 43 that I have is the original page and it has been amended in accordance with the May 2?th letter, which I do not have.

✓ Will you please advise me in connection with this matter and send me a copy of the May ?, 1959, letter referred to.

✓ Also, I will appreciate receiving from you a copy of the standard specifications for highway construction and a copy of the standard specifications for highway bridge construction, both issues as of May 1, 1954.

Yours very truly,

Wayne A. Williamson

WAW:al
Encl.

Del DeSant says page #43 in Contract & Bond is OK.

RECEIVED
DEC 11 1959
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON)
County of Multnomah) ss.

I, WAYNE A. WILLIAMSON, being first duly sworn, depose and say:

That my interest is correctly stated in the letter to which this affidavit is attached.

Wayne A. Williamson

Subscribed and sworn to before me this 15th day of December, 1959.

Notary Public for Oregon
My Commission Expires: 12 March 62

MAUTZ, SOUTHER, SPAULDING, KINSEY & WILLIAMSON
~~MAUTZ, SOUTHER, SPAULDING, DENECKE & KINSEY~~

Form E-1—(Rev.)—10M—2-59

S-364(3)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 14, 19 59

Section Airport - Alberta St. Section

Kind of work Structure, Grading and paving

Highway 82nd. Ave. Cascade County Multnomah

Section prefix 126-1007

Contractor Warren Northwest Inc.

Contract number 5240

Date of contract July 2, 19 58

Specified work days 130

Date work started August 6, 19 58

Work days used Carried by Bridge Dept.

Project authorization . . . . . $ 1,027,068.30

Exclusive of engineering . . . . $ 954,023.33

Per cent of time elapsed Carried by Bridge Dept. %

Estimated cost of completed project, exclusive of engineering . . . . . $ 497,408.55

Estimated per cent overrun or underrun . . . . . 8 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $

Engineering cost to date $ Carried by Bridge Dept. %

Date project was completed 11 - 10, 19 59

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

All grading completed this week.

Opened project to traffic at 2:00 P. M. Tuesday Nov. 10, with dedication ceremonies by Port of Portland.

NOTED
JOHN R. OAKES

Noted
M. N. Juve

NOTED
C. E. PAULSEN

NOTED

CONSTRUCTION DIVISION
RECEIVED
NOV 16 1959

NOTED-- CE AGE ACE COE

cc: John Howard

Signed .....

Address James Don, Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.64	1.64			1.64
Miles partially completed					
Miles completed	1.64	1.64			1.64
Total estimated quantities (contract)	225,000 cy	71,000 T			17,400 T
Total quantities corrected to date	215,000 cy	70,600 T			17,000T
Estimated quantities moved or placed to date	215,000 cy	70,600 T			17,000 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	6				

Men 1

Supervision 5

Men and trucks under 3 tons

Men and trucks over 3 tons 1

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors 1, Bulldozers ....., Compaction rollers ....., Power Broom 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Fair		
Saturday			

RECEIVED
[illegible] 1959
FOR FILING

J 264 (3)
11 3 4 (2)
5240

OREGON STATE HIGHWAY DEPARTMENT

AIRPORT - ALBERTA SECTION
CASCADE HIGHWAY

Work Begun: August 5, 1958

Work Completed: November 10 1959

Construction Cost: $1,060,000 of which $820,000 was Federal Aid Urban money and $240,000 was Federal Aid Secondary-County money

Right-of-Way Cost: $4[illegible]0,000 of which the county paid $217,714

By using the Banfield Freeway and 82nd Avenue with the new connection, approximately 10 minutes driving time can be saved when compared to the route previously taken by the airport limousine from downtown Portland. For those who previously drove 82nd Avenue to the airport, there will be a saving of approximately 9/10ths mile on the new route.

COLUMBIA RIVER

N.E MARINE DR.

PORTLAND INTERNATIONAL AIRPORT

LEMMON I

PENINSULA DRAINAGE CANAL

SUNDERLAND AVE.

NE ELROD RD

47TH AVE

N.E. 2ND

AIRPORT - ALBERTA ST. SECTION
CASCADE HIGHWAY

NE LOMBARD ST

N.E. PORTLAND BLVD

N.E. CORNFOOT DRIVE

N.E. ALDERWOOD DRIVE

Stop

Stop

N.E. COLUMBIA Stop

UPRR

HIGHWAY

BLVD.

KILLINGSWORTH ST

Signal

33RD AVE

Old Route

Old Route

ALBERTA ST.

Signal

Signal

32 ND

N.E. PRESCOTT ST

City Limits

Signal

AVE

BLVD.

Signal

33 RD

Old Route

N.E.

SANDY

FREMONT ST Signal

N.E. ALAMEDA

41ST AVE

NE 42ND AVE

N.E. FREMONT

Signal

ST.

AVE.

N.E.

KNOTT ST Signal

N.E. ALAMEDA

N.E. 57TH AVE

School Light

N.E.

82 ND

N.E. 39TH AVE

BLVD

School Light

School Light

City Limits

BROADWAY Signal

102 ND

N.E. HALSEY ST.

Signal

MULTNOMAH ST

N.E. 21ST AVE.

N.E. 28TH AVE

City Center

BANFIELD

FREEWAY

UPRR

N.E. 47TH AVE

N.E. 53RD AVE

N.E. 60TH AVE

SANDY

N.E. GLISAN ST.

N.E.

E. BURNSIDE ST.

E. BURNSIDE

N.E.

N.E.

N.E.

JEGHLUM ST

RECEIVED
NOV - 6 1959
FOR FILING

November 4, 1959

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 3, 1959, had under discussion your request for an extension of time of 31 additional workdays within which to complete your contract #5210 for structures-grading-paving the Airport-Alberta Street Section of 82nd Avenue and Cascade Highway in Multnomah County.

We are pleased to inform you that the Highway Commission granted you 31 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. R. Johnson
John Howard
Ivan D. Merchant

RECEIVED
NOV - 2 1959
FOR FILING

October 30, 1959

Mr. David Sandeberg
Attorney at Law
Public Service Building
Portland 4, Oregon

Dear Mr. Sandeberg:

This is to acknowledge receipt of your letter of October 28 and check No. 2982 in the amount of $12.11 for material and labor in connection with the reproduction of copies of Contract No. 5240.

Attached are copies of our "Standard Specifications for Highway Construction" and "Standard Specifications for Highway Bridge Construction". There is no charge for these publications.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

DAVID SANDEBERG
ATTORNEY AT LAW
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

October 28, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query: #2982

Thank you very much for your letter of October 27, 1959.

I enclose my check in the amount of $12.11, as indicated.

Will you kindly send me the following, so that my file will be complete:

"Standard Specifications for Highway Construction, Issue of May 1, 1954"

and "Standard Specifications for Highway Bridge Construction, Issue of May 1, 1954".

Very truly yours,

David Sandeberg

Enc.
DS:ag

RECEIVED
OCT 29 1959
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

State Highway Building

Salem, Oregon

October 27, 1959

Attn: Floyd Query
Secretary

To: Mr. David Sandeberg
Attorney at Law
Public Service Building
Portland 4, Oregon

For: Material and labor in connection with reproducing 1 copy of State Highway Contract No. 5240 and 2 copies of sub-contracts on Contract No. 5240, as follows:

105 sheets at .07268	$ 7.63
2½ hours labor at $1.79 per hour	4.48
TOTAL	$12.11

RECEIVED
OCT 27 1959
FOR FILING

October 27, 1959

Mr. David Sandeberg
Public Service Building
Portland 4, Oregon

Dear Mr. Sandeberg:

In response to your letter of October 19, we have attached a certified copy of Contract No. 5240 with Warren Northwest, Inc. and two copies of subcontracts which have been filed with us on the above mentioned contract.

We usually have additional copies of contracts available, but in this particular case they have all been distributed so it is necessary that we reproduce the contract by photograph. For this reason, only one copy is attached. Duplicate copies have been provided for the subcontracts and we have no records of any other subcontracts.

The invoice covering the cost of the duplicate copies is also enclosed.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms
enc.

OREGON STATE HIGHWAY DEPARTMENT

State Highway Building

Salem, Oregon

October 27, 1959

Attn: Floyd Query
Secretary

To: Mr. David Sandeberg
Attorney at Law
Public Service Building
Portland 4, Oregon

For: Material and labor in connection with reproducing 1 copy of State Highway Contract No. 5240 and 2 copies of sub-contracts on Contract No. 5240, as follows:

105 sheets at .07268	$ 7.63
2½ hours labor at $1.79 per hour	4.48
TOTAL	$12.11

DAVID SANDEBERG
ATTORNEY AT LAW
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

October 19, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Query:

I represent Pacific Concrete Co., a corporation, which is a defendant in six personal injury cases, which allegedly occurred in connection with your contract with Warren Northwest Inc., No.5240.

The other defendants in these six cases are Warren Northwest Inc., Orlando C. Bennard and G.D. Dennis & Sons. All the defendants are charged with certain acts of negligence in connection with the work and also with violating certain provisions of the contract, to which you are a party.

In order to acquaint myself fully with the provisions of the principal contract and any subcontracts that might exist involving any of the above named defendants, I request that you send to me two certified copies of the principal contract and two certified copies of any subcontracts you may have involving any of the above named defendants, i.e. whether the subcontracts are with the principal contractor, who, I understand, is Warren Northwest, or whether the subs are between any of the other defendants named, to wit, Pacific Concrete, Bennard and Dennis.

I also request information as to whether or not there are any other subcontracts involved than those of which I have ordered certified copies.

In order to comply with your requirements, I attach my own affidavit to this letter.

Please advise me of any charges and I will remit promptly.

Very truly yours,

David Sandeberg

DS:ag

STATE OF OREGON&)
:ss
County of Multnomah)

I, DAVID SANDEBERG, being first duly sworn on oath, depose and say:

That the contents of the foregoing letter are true and correct and fully disclose my interest in the matters referred to.

David Sandeberg

Subscribed and sworn to before me this 19th day of October, 1959.

Audrey E. Gilfilt
Notary Public for Oregon
My commission expires 12/22/61

RECEIVED
OCT 23 1959
FOR FILING

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(3 40)

A

October 2[illegible], 1959

Oregon State Highway Commission

Request for extension of time
S. E.
November 5-6, 1959 meeting

Gentlemen:

re: Airport-Albertus Street section
52nd Avenue and Cascade Highway
Contract No. 5240

On July [illegible], 1958, a contract for road and bridge construction was awarded to Ivan D. Merchant, Inc., on the Airport-Albertus Street section of 52nd Avenue and Cascade Highway. To expedite the completion of this section, a very tight schedule of operations was set up in the special provisions. In order to meet this schedule of operations, the contractor's work in grading, preparation of structure sites for bridge construction, and the completion of a railroad shoofly on the main line of the Union Pacific freight line had to be very closely coordinated, and portions of the grading involved were required to be done in the late fall of 1958 to permit the winter construction of these structures.

A strike in the late summer of 1958, changes in the railroad shoofly were necessary by construction conditions, revised roadway drainage details necessitating considerable extra work, and a strike in 1959 made it impossible for the contractor to meet this schedule. In January of 1959, the contractor notified the Highway Department that there was a possibility he could not finish the job within the specified number of workdays.

The contractor has done everything within his power to complete this job in the allotted number of workdays. It is, therefore, recommended that the contractor be granted the additional 31 workdays on this contract without payment of liquidated damages. This is a Federal Aid project and the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

[illegible]. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. Ivan D. Merchant
IDM:mm gm

RECEIVED
OCT 8 1959
FOR FILING

S-264(3)
(J)S-4(12)
Memorandum
5240

Utility Billing-Final Voucher
Oregon Project S364(3) and US
364(2) Parkrose Water District

A 100% audit has been made of the utility billing on the subject voucher in accordance with the provisions of the approved Secondary Road plan (unqualified approval).

Citations are made in the total amount of $1859.91. As revealed in audit papers in State files, this relocation project was located on public lands and does not qualify for reimbursement as per paragraph 3a(3) of Policy and Procedure Memorandum 30-4.

As claimed by Parkrose Water Dist.	$1859.91
Less	1859.91
Amount claimed and eligible for Federal participation	-0-

C. H. Maison
Auditor

cc: Bureau of Public Roads
R. L. Porter (2)
Carl Smith
Gen. Files ✓

FORM E-1[illegible]-X

RECEIVED
OCT 26 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

I 364(2)
UR 364(2)
2240

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 16, 1959

Commonwealth Title Insurance Co.
731 S. W. Stark
Portland, Oregon

Attention: Mrs. Van Haverdeke
Escrow Department

Re: Your file: Escrow Agreement of
Gustave H. Wagner

Our file: R-27534 - Wagner
Portland International
Airport-N. E. Alberta
Section of the Cascade
Secondary Highway
Multnomah County

Gentlemen:

We have this date received a check in the sum of $3,896.44 from Mixermobile Manufacturers, Inc. Having received this check you may deliver to Gustave H. Wagner, Ollie T. Wagner, Harold A. Wagner and Mildred A. Wagner that certain instrument entitled "Release of Easement", which was forwarded to you on October 2, 1959.

We wish to thank you for your cooperation in this matter.

Yours very truly,

GLEN V. SORENSEN
Staff Attorney

GVS:eb
cc to: Floyd Query
C. H. Maison
G. S. Paxson
Ivan Merchant
C. E. Rohde

G. H. Wagner
8027 N. E. Killingsworth Street
Portland 20, Oregon

NOTED
[illegible]SION

Maguire, Shields, Morrison, Bailey & Kester
Attorneys at Law
723 Pittock Block
Portland 5, Oregon

RECEIVED
[illegible]
[illegible] ENGINEER

FORM E-123-X, 50M 6-59

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

KENNETH N. FRIDLEY, MEMBER
WASCO

GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 2, 1959

Commonwealth Title Insurance Co.
731 S. W. Stark
Portland, Oregon

Attention: Mrs. Van Havermaie,
Escrow Department

Re: Our file - Escrow agreement of
Gustave A. Wagner

Our file - 1-2753. - Wagner
Portland International
Airport-N. E. Alberta
Street Section
Cascade Highway
Multnomah County

Gentlemen:

Enclosed please find instrument entitled "Release of Easement." Said instrument releases unto Gustave A. Wagner, Ollie T. Wagner, Harold A. Wagner and Mildred A. Wagner a certain temporary easement heretofore granted to the State of Oregon, by and through its State Highway Commission. This instrument is to be delivered to the above named individuals when you have in your possession for delivery to the State of Oregon, by and through the State Highway Commission, the sum of $3,796.44. Upon receipt of this amount of money for the use of the State of Oregon, by and through its State Highway Commission, you are hereby authorized to deliver said instrument entitled "Release of Easement" to Gustave A. Wagner, Ollie T. Wagner, Harold A. Wagner and Mildred A. Wagner. Unless you receive the sum of $3,796.44 for delivery to the State of Oregon, by and through the State Highway Commission, within 15 days from the date of this letter, you shall, upon written request, return said instrument enclosed herewith and entitled "Release of Easement" to the State of Oregon, by and through its State Highway Commission.

You are instructed that this instrument is being forwarded to you at the request of Gustave A. Wagner and for his sole benefit.

NOTED
G. S. PAXSON

and the State of Oregon, by and through its State Highway Commission, by sending this instrument does not obligate itself in any way to pay any escrow fees that might be incurred in this transaction. If you will not handle this transaction upon these terms, please return the instrument entitled "Release of Easement" forwarded herewith.

Two copies of Invoice No. 62256 are also enclosed. This invoice is the formal billing in the amount of $3,896.44 by the State Highway Commission for the property described thereon.

Very truly yours,

ALAN V. SORENSEN
Staff Attorney

GVS:bk
Enclosures
cc - Floyd Quary
G. E. Rohde
G. S. Paxson
C. H. Maison
Ivan Marriott

Maguire, Shields, Morrison, Bailey & Keeler
Attorneys at Law
723 Pittock Block
Portland 5, Oregon

RECEIVED
OCT - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

S 364(3)
US 364(2)
5240

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 16, 1959

Mr. H. G. Wagner, President
Mixermobile Manufacturers, Inc.
8027 N. E. Killingsworth Street
Portland 20, Oregon

Re: R-27534 - Wagner
Portland International Airport-
N. E. Alberta Street Section
Cascade Secondary Highway

Dear Mr. Wagner:

We are in receipt of your check in the sum of $3,896.44. Pursuant to the request of your attorney Mr. Carney we forwarded the "Release of Easement" to the Commonwealth Title Insurance Company. We have this date informed the title company that we have received your check.

Yours very truly,

GLEN V. SORENSEN
Staff Attorney

GVS:ob
cc to: Floyd Query
C. H. Maison

Robert R. Carney
Maguire, Shields, Morrison, Bailey & Kester
Attorneys at Law
723 Pittock Block
Portland 5, Oregon

Note: We are forwarding the check to Mr. C. H. Maison.

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

SCOOPMOBILE
A PRODUCT OF
MIXERMOBILE MANUFACTURERS, INC.
8027 N. E. KILLINGSWORTH STREET, PORTLAND 20, OREGON
ATlantic 7-1271

October 14, 1959

Oregon State Highway Commission
State Capitol Building
Salem, Oregon

Attention: Floyd Query, Secretary

Dear Mr. Query:

Thank you for your letter of September 30th, advising of the approval by the Highway Commission of the sale to us of their interest in the ties, rails and fastenings for the 740' spur track which was built to serve our company during the construction of the Airport-Alberta Street Section of the 82nd Avenue and Cascade Highway.

We are accordingly enclosing our check for the agreed upon sum of $3,896.44.

Very truly yours,

MIXERMOBILE MANUFACTURERS, INC.

G. H. Wagner - President

D

Gave original letter to Geo. Rohde 10-15-59 CWH.

Gave check to Legal and they are fwd. to Acct. Div. CWH. 10-16-59

RECEIVED
OCT 15 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FORM E-10A—50M—8-59—18160

I-364(3)
US-364(2)
5240

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1959

To: Memorandum

SUBJECT: Utility Billing - Final Voucher
Oregon Project I-364(3) and
US-364(2) Pacific Telephone and
Telegraph

A 100% audit has been made of the Utility billing on the subject voucher in accordance with the provisions of the Approved Secondary Road Plan (unqualified approval).

No citations were made on this billing and the total amount of $484.64 as claimed by the Pacific Telephone and Telegraph Company is approved, as substantiated by audit work papers in State files, and claimed as eligible for Federal Participation in accordance with Bureau of Public Roads PPM 30-4.

C. H. Maison
Auditor

cc: Bureau of Public Roads
A. L. Porter (2)
Carl Smith
General Files

RECEIVED

S 364(3)
US 364(2)
52 YD

When replying, refer to
08-35.4

408 State Highway Bldg.
Salem, Oregon

October 1, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects S-364(3) & US-364(2)
Airport-Alberta Street Section
Cascade Highway - Time Extension

Dear Sir:

Reference is made to your letter dated September 22, 1959 concerning an extension of contract time.

For the reasons mentioned in your letter we concur in your recommendation that contract time be extended by 31 days, without penalty.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

orig to Dist.

Salem, Oregon
September 30, 1959

Agenda Item 21

L. I. Lindas
Chief Counsel

Attached for further handling is a fully executed copy of "Release of Easement" to Mr. and Mrs. Gustave H. Wagner and Mr. and Mrs. Harold A. Wagner for release of temporary easement for construction of a railroad spur across their property on Portland International Airport-N. E. Alberta Street Section of Cascade Highway in Multnomah County.

A fully executed copy of the above release of easement has been retained in this office for the Commission's files.

Floyd Query, Secretary

jmc

Encl.

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1959

AGENDA
SEP 24 1959
2 L

SUBJECT: R-27534 - Wagner
Portland International Airport-
N. E. Alberta Street Section
Cascade Highway
Multnomah County

To: Floyd Query
Secretary
O f f i c e

L

Your item 2-L of the reports of the Chief Counsel for the September Commission meeting will be the presentation for consideration by the Commission of releasing a temporary easement acquired by the Commission, under the above file, for construction for a railroad spur across the Wagners' property. The need for this spur is no longer required and the parties have requested this release.

The rails and ties belong to the Commission and may be removed, however, the highway engineer has negotiated the sale of the spur tracks to the property owner in place and this will appear otherwise on this Commission meeting Agenda.

In view of the fact that the above sale has not been consummated the Chief Counsel will request the Commission to execute the release but condition its delivery upon receipt of payment for the salvage material or make delivery subsequent to the Department's removal of the same.

Attached hereto is an original and a copy of release of easement to be signed by the Commission if the aforementioned item is approved as recommended. Would you kindly see that the original is returned to this office after the meeting for delivery to the grantee in accordance with the conditions on delivery mentioned above.

G. E. ROHDE
Assistant Counsel

GER:hg
Enclosure

(A)
2 COPIES TO BE SIGNED

RECEIVED
OCT 27 1959
FOR FILING

4-i
9/24

September 30, 1959

Mixermobile Manufacturers, Inc.
8027 N.E. Killingsworth Street
Portland 20, Oregon

Attention: Mr. G. H. Wagner
President

Dear Mr. Wagner:

On September 10, 1959 Mr. Ivan D. Merchant, Bridge Engineer, wrote a letter to you concerning sale to your company of the railroad spur track built to serve your company during construction of the Airport-Alberta Street Section of 82nd Avenue and the Cascade Highway.

This matter was presented to the Highway Commission at its meeting on September 24, and the Commission approved sale of its interest in the ties, rails, and fastenings for the 740 feet of spur track for the sum of $3,896.44, under conditions outlined in Mr. Merchant's letter which you previously approved.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: G. S. Paxson
C. H. Maison
I. D. Merchant

FORM E-129-X 90M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

AGENDA
SEP 24 1959
4 u

September 16, 1959

Oregon State Highway Commission

Gentlemen:

In connection with the construction of the Airport-Alberta Street Section of 82nd Avenue and the Cascade Highway, it was necessary to construct approximately 740 feet of railroad spur track to serve Mixermobile Manufacturers, Inc. during the construction period. Of this 740 feet of track, approximately 180 feet is on Union Pacific Railroad right of way and 560 feet is on property controlled by Mixermobile Manufacturers, Inc. Mixermobile Manufacturers, Inc. has made an offer for purchase of the State's interest in the ties, rails, and fastenings for the 740 feet of spur track.

It has been determined by billing from the Union Pacific Railroad Company that the salvage value of this material is $3,896.44. Mixermobile Manufacturers, Inc. has indicated that it would be willing to pay the State Highway Department $3,896.44 for the State's interest in this spur track. This transaction is in the best interest of the State, as the Highway Department will realize a credit of approximately $1,500 by selling to Mixermobile Manufacturers, Inc. rather than removing the spur track and returning salvageable material to the Union Pacific Railroad Company as set up in the contract.

I recommend that this spur track be sold to Mixermobile Manufacturers, Inc. for the above-mentioned sum of $3,896.44.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP
I.M.

NOTED
FLOYD QUERY

SVC

RECEIVED
SEP 17 1959
FOR FILING

S 364(1)
[illegible]
5240

September 16, 1959

Oregon State Highway Commission

Gentlemen:

In connection with the construction of the Airport-[illegible] Courts Street section of [illegible] Avenue and the [illegible] Highway, it was necessary to construct approximately 740 feet of railroad spur track to serve Mobilehome Manufacturers, Inc. during the construction period. Of this 740 feet of track, approximately 380 feet is on Union Pacific Railroad right of way and 360 feet is on property controlled by Mobilehome Manufacturers, Inc. Mobilehome Manufacturers, Inc. has made an offer for purchase of the State's interest in the ties, rails, and fastenings for the 740 feet of spur track.

It has been determined by billing from the Union Pacific Railroad Company that the salvage value of this material is $3,896.44. Mobilehome Manufacturers, Inc. has indicated that it would be willing to pay the State Highway Department $3,896.44 for the State's interest in this spur track. This transaction is in the best interest of the State, as the Highway Department will realize a credit of approximately $1,500 by selling to Mobilehome Manufacturers, Inc. rather than removing the spur track and returning salvageable material to the Union Pacific Railroad Company as set up in the contract.

I recommend that this spur track be sold to Mobilehome Manufacturers, Inc. for the above-mentioned sum of $3,896.44.

Very truly yours,

W. C. Williams
State Highway Engineer

IDM:be me

cc Mr. G. S. Paxson
Mr. Ivan D. Merchant
Mr. C. H. Maison

RECEIVED
SEP 17 1959
FOR FILING

S 364(3)
[illegible]
5240

September 16, 1959

Oregon State Highway Commission

Gentlemen:

In connection with the construction of the Airport-Alberta Street Section of 82nd Avenue and the Interstate Highway, it was necessary to construct approximately 740 feet of railroad spur track to serve Abermobile Manufacturers, Inc. during the construction period. Of this 740 feet of track, approximately 160 feet is on Union Pacific Railroad right of way and 580 feet is on property controlled by Abermobile Manufacturers, Inc. Abermobile Manufacturers, Inc. has made an offer for purchase of the State's interest in the ties, rails, and fastenings for the 740 feet of spur track.

It has been determined by billing from the Union Pacific Railroad Company that the salvage value of this material is $3,596.44. Abermobile Manufacturers, Inc. has indicated that it would be willing to pay the State Highway Department $3,596.44 for the State's interest in this spur track. This transaction is in the best interest of the State, as the Highway Department will realize a credit of approximately $1,500 by selling to Abermobile Manufacturers, Inc. rather than removing the spur track and returning salvageable material to the Union Pacific Railroad Company as set up in the contract.

I recommend that this spur track be sold to Abermobile Manufacturers, Inc. for the above-mentioned sum of $3,596.44.

Very truly yours,

W. C. Williams
State Highway Engineer

IDM:be me

cc Mr. G. S. Paxson
Mr. Ivan D. Merchant
Mr. C. H. Maison

Contract 5240

Monthly transaction number	PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
RECEIVED		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
FOR FILING		Multnomah
		Project number
		S-364(3)

5-6(1)
US 16(10)
5240

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 26, 19 58, is hereby modified as follows:

Revised estimated total cost of project $ 278,349

Revised Federal funds $ 171,682

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13 day of Sept., 19 60.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: _____

R. C. Wright
Administrative Manager

USComm-DC 11170

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Portland Airport-N. Urban Boundary (Portland) Section, Project No. S-364(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

Monthly Transaction No. 9-112	Form 2 (9-1.. 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 3	**FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
		Project No. S-364(3)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Portland Airport Boundary to North Portland Urban Boundary

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	11-15-57	1.206
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$232,680.00	$144,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
C. G. POLK
Division Engineer

Date executed by Division Engineer **August 26, 1958**

USComm-DC 40257

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Portland Airport-N. Urban Boundary (Portland) Section, Project No. S-364(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:mas

August 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Portland Airport-N. Urban Boundary (Portland) Section, Project No. S-364(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]

Oregon State Highway Department

Federal Aid Secondary
Project No. S-364(3)

PORTLAND AIRPORT-N. URBAN BOUNDARY (PLEASANT VALLEY) SECTION
OF FAS ROUTE 727 IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on Low Bid Prices.)

Salem, Oregon August 6, 1958

Type Code 6201
Roadway (Sta. 24+00.98 to Sta. 87+66.57)(Contract No. 5240)

Clearing and Grubbing	All Required (70%)	$		$ 7,000.00
Drainage Excavation, Unclassified	1,600 cu. yds.		2.00	3,200.00
General Excavation, Unclassified	8,100 cu. yds.		.28	2,268.00
Short Overhaul	929,000 yd. sta.		.01	9,290.00
Long Overhaul	35,000 C-yd.sta.		.40	14,000.00
Finishing Roadbed and Slopes	All Required (70%)			1,400.00
60-inch Corrugated Metal Pipe	100 lin. ft.		49.00	4,900.00
72-inch Corrugated Metal Pipe	300 lin. ft.		54.00	16,200.00
12-inch Concrete Pipe	70 lin. ft.		2.10	147.00
18-inch Concrete Pipe	220 lin. ft.		4.00	880.00
108-inch Structural Plate Pipe,12 Ga.	150 lin. ft.		80.00	12,000.00
12-inch Sewer Pipe	230 lin. ft.		2.00	460.00
36-inch Reinforced Sewer Pipe	1,100 lin. ft.		8.00	8,800.00
Concrete Manholes	2 only		250.00	500.00
Concrete Inlets, Type "D"	2 only		60.00	120.00
Concrete Inlets, Type "GB"	1 only		60.00	60.00
1½-inch Electrical Conduit	400 lin. ft.		1.75	700.00
Metal Guard Rail	480 lin. ft.		2.22	1,065.60
Metal Median Barrier	6,000 lin. ft.		3.46	20,760.00
Metal Sight Posts, Single Reflector	60 only		2.90	174.00
Coarse Crushed Material in Base	31,400 tons		1.40	43,960.00
3/4" - 0 Material in Base	8,000 tons		1.65	13,200.00
Sprinkling	770 M-gals.		2.00	1,540.00
Preparation of Base	All Required (70%)			350.00
3/4" - 0 Material in Binder Course	520 tons		2.40	1,248.00
Furnishing and Placing Aggregates	40 tons		5.50	220.00
RC-3 Asphalt	65 tons		37.00	2,405.00
120-150 Asphalt	4 tons		45.00	180.00
RS-1 Asphalt	2 tons		60.00	120.00
Class "B" Asphaltic Concrete	8,500 tons		5.20	44,200.00
Asphaltic Concrete Traffic Markers	300 lin. ft.		.60	180.00
	Subtotal			$211,527.60
	10% Engr. & Cont.			21,152.76
	Total			$232,680.36

Length of Roadway . . . . . 1.206 miles
Cost of Roadway Per Mile. $192,935.62

Federal Funds	$114,000.00
State Funds	44,340.00
County Funds.	44,340.36
	$232,680.36

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939
Funds for Maint.: Chap. 529, Laws, 1939

NOTE: Necessary funds have been deposited by Multnomah County with the Highway Department.

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

J-364 (1)
J-364 (2)
5240

When replying, refer to:
08-35.4-DA

408 State Highway Building
Salem, Oregon

August 18, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project US-364(2)
Airport-Alberta Street
Traffic Signal Installation

Dear Sir:

A review of the plans and special provisions shows the traffic signal system layout, specified materials, and equipment to be satisfactory for the control of vehicle and pedestrian traffic at N.E. Killingsworth Street and N.E. 82nd Avenue; and the control of traffic at N.E. Webster Street and N.E. 82nd Avenue.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
E. H. Cowan
Acting Division Engineer

copy to Crandall

NOTED
FORREST COOPER

RECEIVED
[illegible]
OFFICE OF
[illegible] ENGINEER

RECEIVED
JUL 17 1959
FOR FILING

July 16, 1959

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
Swan Island, P. O. Box 4099
Portland 8, Oregon

Dear Mr. Winn:

Reference is made to your letter of July 1 addressed to Mr. James Don, our Resident Engineer, and having to do with the connection to the Airport from the 82nd Avenue Airport Section of the Cascade Highway now being constructed.

The north end of this project is being financed by Multnomah County and the cost would fall upon the County. I have discussed the matter with Mr. Northrop, County Roadmaster, and he has agreed to the change requested. Our Metropolitan Engineer has been authorized to proceed accordingly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSPigm
cc Mr. W. C. Williams
Mr. L. P. Shaw

Mr. Paul Northrop
Multnomah County Roadmaster

July 16, 1959

Mr. Paul Northrop
County Roadmaster
Multnomah County
2115 S. W. Morrison
Portland 15, Oregon

Dear Mr. Northrop:

I am attaching a copy of a letter from Mr. John J. Winn, General Manager of the Port of Portland, requesting a change in the connection to the Airport at the north end of the 82nd Avenue Airport project. Since this is in the area of the Multnomah County part of the project, the additional cost will fall upon the County.

I have discussed this matter with you today by telephone, and pursuant to that conversation, I am authorizing our Metropolitan Engineer to make the requested changes.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. L. P. Shaw

FORM E-30 80M 6-58 19046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 14th, 1959

SUBJECT: Airport Alberta Street Section
Cascade Highway
Prefix: 126-1007, Contract: 5240

To: Mr. Ivan Merchant
Bridge Engineer
State Highway Department
Salem, Oregon

Attached hereto is a letter and plan sheet received from the Port of Portland asking that we make certain changes in the north end of our project where it enters the Airport. This is on the portion of the property outside the Urban limits. What they propose, is that we substitute curbs for the inside shoulders from a point where our roadways begin to diverge, to a connection with existing curbs inside the Airport.

Their letter states that the Port proposes to reimburse the Highway Department for all work beyond the project limits. It is to be noted, however, that the curb cost within the project limits will approximate $800.00 which would be partly offset by a decrease in shoulder material approximating $345.00. The Port proposes to install a sprinkling system and landscape the area between roadways. ~~It is assumed that~~ They intend to maintain their plantings. Please advise if the Highway Department will go along with the Ports proposal.

Inasmuch as part of this work lies outside the project limits, I believe we should enter into a price agreement with our contractor for all of the work involved.

A. V. Benedict

A. V. BENEDICT,
Assistant Metropolitan Engineer

AVB/nbn/t
enc.
cc: Mr. Tom Edwards
H. H. McClure
James Don
Paul C. Northrup

Commissioners
DENNIS J. LINDSAY
President
LEE E. CALDWELL
Vice President
THOMAS M. AMBLE
Secretary
L. S. WHITE
Treasurer
CAPT. RALPH [illegible]
WINSTON W. [illegible]
L. H. HOFFMAN
LUKE L. ROBERTS
LEWIS RUSSELL
[illegible]
JOHN L. WINN, JR.
[illegible]
R. A. MILLS
[illegible]
E. W. BAKER
[illegible]
R. A. NEUMEISTER
Marine Supt.
D. M. CHARLESTON, JR.
Industrial Traffic Mgr.
C. H. COVLER
[illegible]
ERNEST HAYDEN, JR.

THE PORT OF PORTLAND

Swan Island, P. O. Box 4099, Portland 8, Oregon

July 1, 1959

Oregon State Highway Department
9200 S.E. McLoughlin Blvd.
Portland, Oregon

Attention: Mr. James Donn

Gentlemen:

Subject: Portland International Airport Connection of 82nd Ave. Extension with Airport Entrance Road.

This is in reference to the subject meeting held on Tuesday, June 23, 1959, at the Airport Terminal Building, and attended by Messrs. Donn and Stovall of the State Highway Department, Mr. R.A. Mills, Assistant General Manager - Aviation, and members of the Port engineering staff. The purpose of the meeting was to discuss the subject connection from the standpoint of construction schedules, and maintenance of highway access to the airport during construction.

It was determined that from the standpoint of all parties concerned, the most practical method of making this connection is to increase the scope of the State Highway Department's contract as required to match, and physically connect, the respective portions of the State Highway work and the existing Port facilities.

For the purpose of furthering our over-all plans, the Port therefore respectfully requests the Highway Department to revise its present contract plans as shown on the attached sketch, entitled "Proposed Road Alterations - 82nd Ave. & PIA Entrance Road", and as set forth below:

METROPOLITAN ENGINEER
RECEIVED
JUL 1 0 1959
Noted ☐ ME ☐ AME ☐ ☐ DE

1959 OREGON CENTENNIAL EXPOSITION

(1) Delete the graveled interior shoulders from Project Beginning to station 27+86 and replace with concrete curbs for a total curb length of approximately 700 feet.

(2) Extend concrete curb referred to in (1) above, to connect with existing Port of Portland curbs, totaling an additional 325 feet.

(3) Construct approximately 102 lineal feet of curb on the north side of the west bound lane of the Entrance Road, replacing existing curb which will be removed by the Port, and construct approximately 35 lineal feet of additional new curb on the north side of the west-bound lane.

The above items total some 1,162 lineal feet of curb construction, of which an estimated 462 lineal feet are outside the limits of the contract.

The above requested changes will not only provide a positive connection between the entrance road and the 82nd Ave. extension road, but will also enable the Port to more readily complete is proposed landscaping program. In this regard the Port requests permission to remove existing 82nd Ave. pavement which lies within the area to be landscaped, but which pavement removal is not in the contract for road construction; to place top soil; install a sprinkling system; and establish turf and low-growing shrubs between the two street lanes from the beginning of the Project to Project station 27+86.

The Port agrees and proposes to reimburse the Highway Department for all construction costs involved in said changes beyond the present limits of the contract work; will install turfing and shrubs between the road lanes, as described above, in conformance with previously landscaped terminal areas, complete with underground sprinkler system; and agrees to maintain such landscaping to the same extent as is now being done in the terminal area.

It was felt by those attending the above described meeting that interference with vehicular traffic to and from the airport would be minimized through the above requested changes, and by establishing two-way traffic on the east-bound lane of the Airport Entrance Road at

such time as the curbs are constructed. This detour would be maintained until paving of the north-bound lane is complete, at which time the north-bound lane and the east-bound lane of the Airport Entrance Road may be designated two-way during pavement construction of the south-bound lane.

Your early consideration of this request will be greatly appreciated.

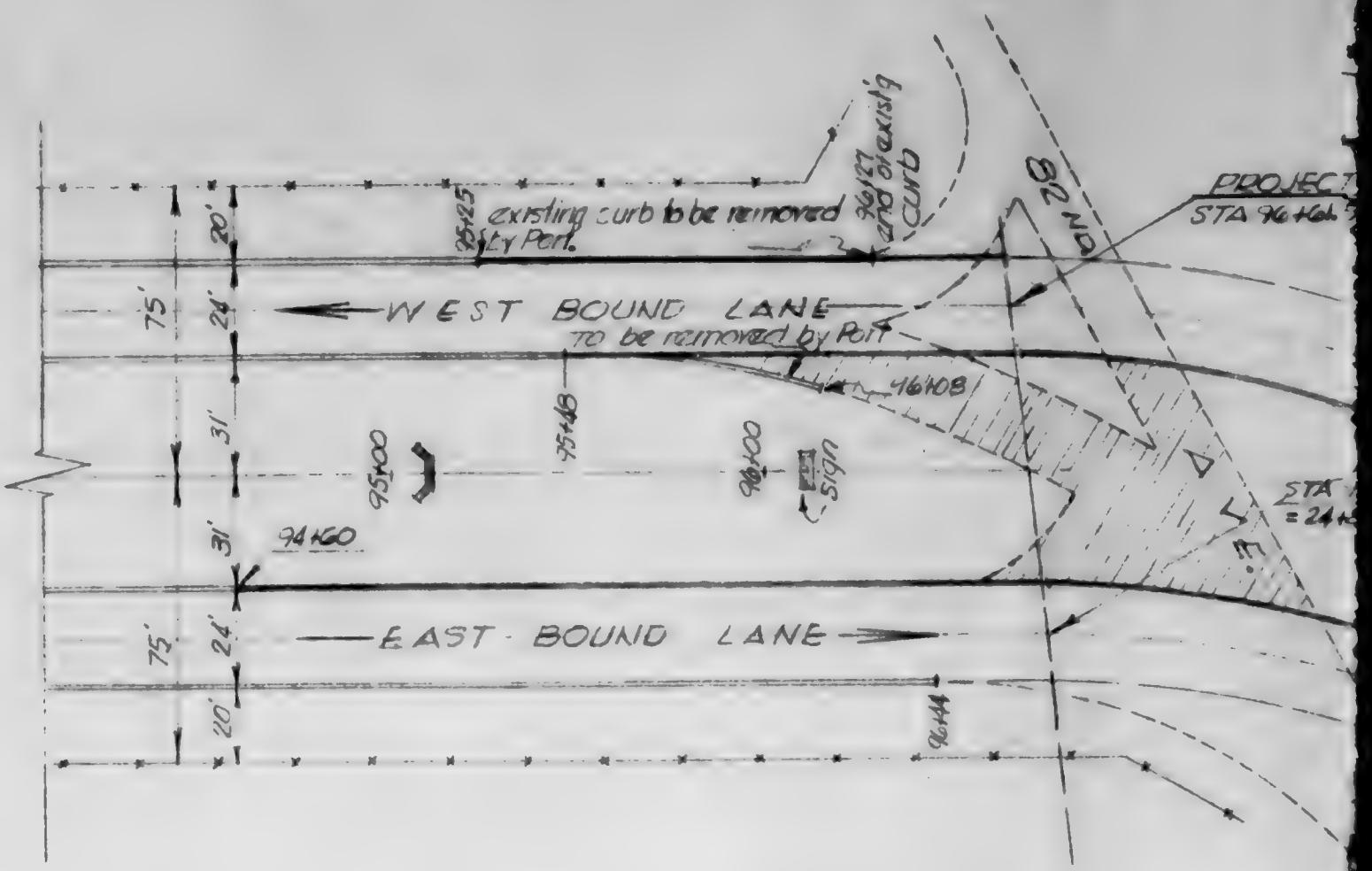
Very truly yours,

THE PORT OF PORTLAND

John J. Winn, Jr.

JOHN J. WINN, JR.
General Manager

ERA:mb
Enc.



LEGEND

- Pavement to be removed by Port
- Existing curb
- Proposed curb

THE PORT OF P

PROPOSED RD. ALTERATIONS - 82

SCALE: 1" = 50'

PROJECT BOUNDARY
STA 96+61.57 = 24+00.98 C.S.H.D.

96+27 end grading curb

82 ND

96+08

STA 96+72.36
= 24+81.36

96+44

27+05.51

24'
24'
12'
12'
12'
12'

27+85.89

emoved by Port

E PORT OF PORTLAND

ERATIONS - 82ND AVE. & P.I.A. ENTRANCE RD.

1" = 50' DATE: JUNE 25, 1954

DR. BY. L.J.Y.

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 16, 1959

Section Airport - Alberta St. Section

Highway 82nd Ave.& Cascade County Multnomah

Contractor Warren Northwest Inc.

Date of contract July 2, 19 58

Date work started August 6, 19 58

Project authorization . . . . . $ 1,027,068.30

Exclusive of engineering . . . . $ 954,032.33

Kind of work Structure, Grading & Paving

Section prefix 126-1007

Contract number 5240

Specified work days 130

Work days used Carried by Bridge Dep't.

Per cent of time elapsed Carried by Bridge Dep't. %

Estimated cost of completed project, exclusive of engineering . . Grading Only . . . . . $ 495,909.15

Estimated per cent overrun . . . . . Grading Only . . . . . 4.4 %

Per cent of contract completed, based on total contract price . . Grading Only . . . . . 28.9 %

Engineering authorization . . . . $

Engineering cost to date $ Carried by Bridge Dep't. %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor grading between Sta. 68+00 and Sumner St. on "L" line. Grading on A,B & SW lines.

Placed embankment and base rock on North half of Columbia Blvd. structure approaches. Expect to open North half of Columbia Blvd. structure and approaches to traffic sometime Monday.

See attached Multnomah County Sherriffs' Report on accident that occured May 9,1959 at 1:00 A.M. at the East end of construction of N.E.Killingsworth structure.

CONSTRUCTION DIVISION
RECEIVED
MAY 18 1959

NOTED
JOHN R. CANLS

NOTED
CE ACE ACE COE

cc: Harry McClure

Signed James Don

James Don, Resident Engineer

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.64	1.64			1.64
Miles partially completed	1.64	.30			0
Miles completed	0	0			0
Total estimated quantities (contract)	225,000 C.Y.	71,000 T			17,400 T
Total quantities corrected to date	196,000 C.Y.	7,000 T			17,400 T
Estimated quantities moved or placed to date	118,000 C.Y.	5,000 T			0
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	16.				
Men	15				
Supervision	1				
Men and trucks under 3 tons					
Men and trucks over 3 tons	10				
Men and tractors					

Equipment used during week: Shovels 1, Power graders 2, Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors 1, Bulldozers 3, Compaction rollers 1, Scrapers 7, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Rain		
Friday	Showers		
Saturday			

TRAFFIC-ACCIDENT

Criminal Department

SHERIFF'S OFFICE

Multnomah County

SPECIAL REPORT

U. D File No [illegible]

C. R. File No

Date MAY 9, 1969

OFFICER: FRANCK - FARMER

SUBJECT: ONE AUTO ACCIDENT (Injuries)

Auto:
1958 Ford 7 Ford Ore. 978 358
Damage - Right Front End & Windshield
Towed to & by Gilberts, writers request
Owner & Operator:
NOLA RAINEY KNIGHT, 44yrs W
5245 S.W. Shattuck Rd.
Phs: CH 4-8969
O.D.L. 779211
Housewife
Injuries: Back - Mouth & hand cuts

Location of accident:
35th and N.E. Killingsworth Sts.
East end of overpass.

Weather: Overcast - Pavement Wet
Highway: 2 Lane Marked - Hard Sfd
Direction of Travel: West on Killingsworth
Speed: Approx. 50 to 55 MPH

Passengers:
#1 - MERVILLE (X) BROOKS, 45 W
2500 N.E. 39th.
Phs: AT 8-5087
Bartender - Parky's
Injuries: Head Laceration

#2 - MARIE (X) BROOKS, 40 W
2503 N.E. 39th
Housewife
Injuries: Scalp Laceration

#3 - ARTHUR (X) KNIGHT, 39 W
5245 S.W. Shattuck Rd.
Self emp. Truck Driver
No apparent injuries.

Police A.J. Check 10-1, 10-9 report officers on N.E. Columbia or Killingsworth.

The driver stated she did not see the construction or dead end signs. She hit a pile of dirt causing passenger #2 to put her head through the windshield.

Before writers found the accident the occupants of the auto were taken to Providence Hospital by,

TONY BILL CLEVELY, 17 W
Sandy River Gas Station - Irvington
Emp: NORMANS CONSTRUCTION CO.
Driving: 52 Buick 2dr Ore. LA 699

RECEIVED
MAR 1959
FOR FILING
5240

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1959

SUBJECT: Alberta St.-Airport Road Section
Cascade Highway
Multnomah County

To: Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
O F F I C E

NOTE:
W. C. WILLIAMS

This will refer to your Statement of Items For Administrative Review, concerning progress voucher No. 3, Project No. US-364 (1).

Item No. 1 We offer no protest to this citation covering appraisal services performed prior to effective date of authorization.

WALTER T. WRIGHT
Right of Way Engineer

WTW:jm

cc: Mr. W. C. Williams
Mr. L. I. Lindas
Mrs. S. H. Probert

RECEIVED
JAN 21 1959
FOR FILING

S-364(3)
UI-364(2)
5240

When replying, refer to:
OR-35.8

January 20, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects US-364(2) and S-364(3)
Airport-Alberta Street Section, 82nd Ave. and Cascade Highway. Order for State Force Work, Seeding and Mulching. Estimated Total Cost $1600.00; Federal Funds $990.00.

Dear Sir:

Your letter of January 13, 1959 requested approval of State force account work in connection with subject projects. The State proposes to use its own forces in the performance of necessary seeding and mulching.

As the contractor is neither properly equipped nor staffed to perform this type of work, while the State has trained crews and special equipment to perform the work most economically and also because the amount of work is too small to warrant a separate contract, we are approving the use of State force as being in the public interest.

Very truly yours,

C. O. Polk
Division Engineer

Orig. to Bridge

RECEIVED
DEC 24 1958
FOR FILING
5240

December 23, 1958

Mr. A. N. Bertsinger
Secretary-Treasurer
Multnomah County Drainage District No. 1
Portland, Oregon

Airport-Alberta Street Section
Cascade Highway
Contract No. 5240

Dear Sir:

The matter of additional drainage burden being placed upon the Multnomah County Drainage District No. 1 by virtue of drainage improvements on the above-captioned job has been referred to this office. This was brought to our attention by Lloyd P. Shaw, Metropolitan Engineer, following a meeting with you.

In connection with this, you have requested that we pay pumping charges covering 19½ acres of this project which drain into the Drainage District's canals. I have had the matter investigated, and it is our opinion that such a charge for the use of your facilities for the disposal of this water in the present case is a valid one.

In view of this, you are authorized to bill us in accordance with your usual practice.

Very truly yours,

H. C. Williams
State Highway Engineer

LHY:fp mc

cc Mr. Forrest Cooper
Mr. L. I. Lindas
Mr. Tom Edwards
Mr. I. A. DeFrance
Mr. C. H. Hainen
Mr. Lloyd P. Shaw

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1958

To: Mr. L. H. Young
Assistant Engineer

O f f i c e

SUBJECT: Airport-Alberta Street Section
Cascade Highway
Contract No. 5240
Claim of Multnomah County
Drainage District Number 1
for pumping charges.

I forward you herewith an opinion of Mr. Leo V. Nuttman relative to your inquiry concerning the payment of charges claimed by the Multnomah County Drainage District Number 1 for additional drainage being placed upon the property of the drainage district.

Apparently, as I understand the situation, the water that is being placed upon the drainage district property contains other water than would normally flow thereon and, consequently, if such be the case, I agree with the opinion of Mr. Leo Nuttman which is attached hereto.

Under the circumstances, I would recommend the payment of the Drainage District charges.

L. I. LINDAS
Chief Counsel

LIL:bk
Enc.

CONSTRUCTION DIVISION
RECEIVED
DEC 11 1958
NOTED-- CE ACE ACE COE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1958

To: F. C. McKinney
Chief, Office Section

SUBJECT: Airport—Albany Street Section
Multnomah County Drainage District

OFFICE

L.

It is my opinion the charges of the Drainage District should be paid.

1. A telephone call to Mr. Shaw brought forth the information that the water used to pool on Highway property bordering Drainage District property; therefore, ditches were dug and conduits were placed by the Drainage District to eliminate the pooling. The above is the so-called pumping charges for which the Highway Department is being billed by the Drainage District.

2. Mr. Shaw also stated that we have dug ditches and collected the water and then disbursed it upon Drainage District property.

Mr. May has correctly stated the case law in Oregon: however, the above numbered elements take this situation out of the case law and bring it under ORS 549.180. The case law in Oregon is that an upper owner has the right to have his water drain upon a lowland owner through natural channels and conversely, that a lowland owner cannot dam the water from the upland. This is the civil law in Oregon as opposed to the common enemy rule in other states.

LEO V. NUTTMAN
Staff Attorney

LVN:mmb

FORM S-30 SOM 8-57—5003

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 7, 1958

SUBJECT: Pumping Charges on the Airport-Alberta St. Section, Cascade Hwy., Prefix: 126-1007, Contract: 5240

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

In a meeting with Mr. A. N. Scritsmier, Secretary-Treasurer of Multnomah County Drainage District No. 1, Mr. Scritsmier brought to my attention drainage from the subject project, which is being routed into areas which are drained by pumping within the Multnomah County Drainage District. He brought to my attention also a paragraph in the Oregon State Laws, #549.180, which forbids bringing additional water into any drainage district or drainage district ditch already dug, without paying a reasonable compensation.

In a series of letters with Mr. Scritsmier it was generally agreed that approximately 19½ acres of this project was drained into the drainage district's canals, either as an added volume of water, or as a speeded up runoff condition.

The drainage district's charges are normally made on a per acre basis at the end of the pumping season pro rated amongst the subscribers to that district.

There seems to be conflicting policy insofar as the State Highway Department is concerned in regard to payment for such pumping facilities. By Agreement dated November 30th, 1937, approximately 15 acres of highway drainage area was placed within the drainage district's pumping charge area. Correspondence within the department bears out that charges have been paid as recently as August 10th, 1957, reference to which is made in a letter of August 22nd, 1957 from Mr. W. C. Williams to the drainage district.

Seemingly opposed to this policy, on March 12th, 1957 a letter from Mr. Robert L. May to the attorneys Winfree, McCulloch, Schuler & Sayre for the drainage district, disclaims any responsibility on the State's part for waters accelerated or carried in drainage structures into the drainage district's areas. In the same vein, Multnomah County, as represented by Paul C. Northrup, Roadmaster, made a similar stand in January, 1957.

CONSTRUCTION DIVISION
RECEIVED
NOV 1958
NOTED-- CE Asst Asst Clk

Insofar as Mr. Scritsmier's claims are concerned, he has accepted our areas with no question and has asked for payment only on those areas which are drained in open ditches, pipe conduits or paved gutters. Other areas which have been drained by sumps have been omitted from his claim.

It is my opinion that this matter should be decided by our Legal Department and copies of pertinent correspondence are enclosed herewith.

LLOYD P. SHAW,
Metropolitan Engineer

LPS/bd
encs.
cc: James Don

RECEIVED
DEC 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 12 1958
FOR FILING

S-364(3)
US-364(2)
S-364(3)

When replying, refer to
08-35.4

December 10, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-364(3)
Airport Alberta Street Section

Dear Sir:

Reference is made to the attached Thermofax copies of Order for Extra Work No. 4 dated November 19, 1958, concerning removal, replacement and back fill of a 48" culvert pipe at Station 77+50.

The Federal-aid project number is shown on the Order as being U.S.-364(2). This is in error as the stationing shown places it within the limits of Project S-364(3).

Only when the use of State Force is contemplated, is action by this office necessary when a project is being constructed under the 1954 Secondary Road plan, therefore all copies are returned herewith.

Very truly yours,

C. G. Polk,
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Encls.

original to Project

RECEIVED
DEC 12 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1958

To: Mr. L. H. Young
Assistant Engineer

Office

SUBJECT: Airport-Alberta Street Section
Cascade Highway
Contract No. 5240
Claim of Multnomah County
Drainage District Number 1
for pumping charges.

I forward you herewith an opinion of Mr. Leo V. Nuttman relative to your inquiry concerning the payment of charges claimed by the Multnomah County Drainage District Number 1 for additional drainage being placed upon the property of the drainage district.

Apparently, as I understand the situation, the water that is being placed upon the drainage district property contains other water than would normally flow thereon and, consequently, if such be the case, I agree with the opinion of Mr. Leo Nuttman which is attached hereto.

Under the circumstances, I would recommend the payment of the Drainage District charges.

L. I. LINDAS
Chief Counsel

LIL:bk
Enc.
cc - Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
DEC 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1958
FOR FILING

FORM 830—SCM—8-57—1476
1-364 (3)
US-364 (2)
5240

REFERRED TO
Cooper
State Highway Engineer
info — no action necessary

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1958

SUBJECT: Parkrose Water Department
Airport Road Section
Cascade Highway
Multnomah County

To: W. C. Williams
State Highway Engineer

OFFICE

I have taken up the matter of movement of pipes of the Parkrose Water District, as directed by the Commission, and this date conferred with Mr. McIver about the same.

Mr. McIver felt that inasmuch as a committment had been made relative to the movement of these pipes that, in so far as this case is concerned, we should not take any further action.

However, he did state that he felt the Parkrose Water District, and other water districts with which we have to deal, in the future, should be advised by the policy of the Commission that hereafter the districts themselves will have to move their facilities at their own cost, and if they do not have the money with which to do it that the State will do it and then will look to them for payment.

Particularly did he think that the Parkrose District should be told that the next time they would have to look to moving their facilities themselves.

If you would like to have me do anything about notifying the districts I shall be happy to do so and will await your advice.

L. I. LINDAS
Chief Counsel

LIL:br

NOTED
COOPER

RECEIVED
NOV 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 11 1958

FED. AID
I 324 (2)
US 4(2)
5240

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1958

SUBJECT: Airport-Alberta Street Section
Cascade Highway
Contract No. 5240

To:
Mr. Leonard I. Lindas
Chief Counsel
O f f i c e

You will perhaps recall that Multnomah County Drainage District Number 1 has in the past made a claim for pumping charges arising from drainage water which is placed in their system and having its origin on our highway.

I am forwarding herewith a report from Lloyd Shaw regarding the claim made for pumping charges on the subject named section for additional water added to this system. Also enclosed are copies of past actions with regard to this.

It appears that Mr. Robert L. May considered the matter in the past. Will you please investigate and advise us of your findings and decision.

Tom Edwards
Construction Engineer

By
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc: Forrest Cooper

RECEIVED
NOV 12 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILL...

October 24, 1958

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Right of Way Progress Vouchers
Nos. 1 and 2
Airport Road-Alberta Street
Section
Cascade Highway
Multnomah County
FA -[illegible]-36[illegible]1)

Dear Mr. Polk:

Reference is made to your Statement of Items for Administrative Review covering Right of Way Progress Vouchers Nos. 1 and 2, which is dated October 23, 1958.

File No. 26386. I have read with interest your comments relative to the trade fixtures involved in this acquisition.

I am not sure, but I believe that you understand that the State has no choice in whether items of this type must be purchased or not. The property owner, by his own election, can declare the items personal property and can move them should he so desire. He can also, by his own election, declare the items to be real property and require the State to purchase them. It, of course, is proper to pay moving costs on items of real property, but whether or not this is acceptable to the owner is a matter over which the State has no control.

File No. 26387 - L-3051. We are in error in requesting reimbursement on Parcel No. 2 under the above file.

However, this parcel was not acquired as a stockpile site but was acquired as an excess taking. This is evidenced by the complaint and final judgment. As such, we feel the State is entitled to severance damages against this parcel.

RECEIVED
OCT 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

In order to determine what these damages are, we have asked the Appraisal Department to secure a before-and-after appraisal so that these damages may be estimated.

I am sorry that this matter was presented to you in an erroneous manner.

Parcel 26389. We offer no protest to this citation.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:sg

cc Mr. W. C. Williams ✓
Mr. L. I. Lindas

RECEIVED
OCT 27 1958
FOR FILING

October 21, 1958

Oregon State Highway Commission

Gentlemen:

On the Airport-Alberta Street Section of the Cascade Highway we have a sub across Killingsworth Avenue which required the removal and lowering of the water main of the Peninsula Water District. The work also required the revising of the connections to eleven residences and the moving of one fire hydrant. The Peninsula Water District alleges that it is without funds to do the work and, since it must be done, I recommend that we assume the actual cost of the revisions which are due to our work. The cost is estimated at $2,735.45. The matter will be before you at this next Commission meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

CSP:gm:ar

cc to: O. S. Paxson
Tom Edwards
C. H. Maison

RECEIVED
OCT 21 1958
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

1-3-24 (2)
11-21-0 (2)
5-2-40

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 1, 1958

Mr. Joe Grant
8300 N. E. Sumner Street
Portland, Oregon

Dear Mr. Grant:

This is to acknowledge receipt of your letter dated September 27, addressed to the Oregon Highway Commission, which concerns your property located at 8300 N. E. Sumner Street, Portland, Oregon.

As none of this property is needed for right of way for the Airport-Alberta Street project, there is no way the State can legally make payment to you. A possible diminution of value, because a property may be close to a highway, is not an item of compensable damage.

We realize that people residing adjacent to a highway construction project are, at times, inconvenienced by the construction activity. We are sure, however, that upon completion of this work, you will find that the inconvenience is of a temporary nature only.

If you have any further questions on the subject, we shall be pleased to answer anything we can.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:zg

bcc Mr. Forrest Cooper ✓

FORM E-30 50M 6-58 12046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1958

SUBJECT: Assignment No. 976

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I return herewith your assignment and correspondence, together with a copy of the reply you requested.

R. L. PORTER
Right of Way Engineer

RLP:zg

Enclosures

RECEIVED
OCT 2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Portland, Ore
Sept 27- 1958

RECEIVED
1958
LEGAL DEPT.
REFERRED TO
Porter
BY DEPUTY STATE HIGHWAY ENGINEER

State Highway Commission
Salem, Ore

Gentlemen:

Please answer
Copies to me

I am writing regarding a freeway access highway being constructed to allow for traffic to Portland International Airport. The highway is passing alongside of our property, that is within 50 feet or so, which places our property in a bad spot for resale purposes, also placing us alongside of a busy highway which we did not located before. The property in question is located at 8300 N. E. Sumner St. We have tried disposing of the property for nearly two years, but real estate operators first were aware of the construction program and of course more recently the sight of the area is enough to discourage anyone from buying in the area, especially alongside of a proposed busy highway.

RECEIVED
OCT 7 1958
LEGAL DEPT.

The last offer we had had on ~~the property~~ was 9000^00 - Since the value with all the improvements we have made is about $12,500, I feel that we are entitled to some compensation for the difference, or $3500^00 for decreasing the value of the property.

Your immediate consideration of the above-mentioned matter would be appreciated

Yours Very Truly

Lee Grant

RECEIVED
OCT 10 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 21 1958
FOR FILING

When replying, refer to:
08-35.5

September 18, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. Ivan D. Merchant
Bridge Engineer

Re: Oregon Projects US-364(2) & S-364(3), Airport-Alberta Street Section - Pacific Tel. & Tel. Co. Line Adjustments

Dear Sir:

Your request dated September 4, 1958 for authorization to proceed with minor revisions to the above company's facilities cannot be approved.

This utility work was not listed on the approved program, plans or detail estimate and therefore does not comply with our regulations as contained in Section 7j(1) & (2) of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

NOTED

Orig to SHP
Copy - Merchant

RECEIVED
SEP 1958
FOR FILING

September 11, 1958

When replying, refer to:
08-35.4-0

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon S-364(3) & US-364(2)
Airport-Alberta Street Section
of the Cascade Highway

Dear Sir:

In checking, by items, the amounts of subcontracted work on the above project, we find that the subcontract to Pacific Concrete Company amounts to $424,833.70, instead of $419,245.70, as shown on your approval letter of August 12, 1958. We are able to check the amounts of the other three subcontracts. However, the apparent increase in the amount of the first subcontract will result in a reduction of work being done by the principal contractor to the extent that he will be performing less than the required 50 percent of the remainder obtained by subtracting from the total original contract value, the sum of designated "Specialty Items".

Please advise as to how the amount of the Pacific Concrete Company subcontract was determined and, if necessary to comply with our regulations, require the principal contractor to perform a greater portion of the total contract.

Very truly yours,

C. G. Polk
Division Engineer

Orig to Edwards

NOTED
FORREST COOPER

RECEIVED
SEP - 1958
FOR FILING

When replying, refer to:
05-35.5

September 5, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project US-364(2)
Alberta Street Section,
82nd Avenue (Portland) and
Cascade Highway - Adjustment
of Power Lines, Sta. "L"
106+70 and 109+35

Dear Sir:

In view of paragraph 7j of PPM 30-4 and the fact that utility adjustment was not included at the program stage or in the P. S. and E. submission, your letter of August 25, 1958, requesting permission to proceed with relocation of power poles at Sta. "L" 106+70 and 109+35 and approval of charging the work to the project as a contingency item, is returned not approved.

Very truly yours,

C. G. Polk
Division Engineer

By:

A. F. Bester
Acting Division Engineer

Enclosures

NOTED
G. S. PAXSON

Orig to Bridge Dept.

RECEIVED
FOR FILE
5240

When replying, refer to:
08-35.5

September 3, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project US-364(2)
Airport-Alberta Street Section,
82nd Avenue (Portland) and
Cascade Highway - Utility Adjustment
To Accommodate Construction

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Portland General Electric Company dated July 25, 1958, covering adjustment to accommodate highway construction on Oregon Project US-364(2), Airport-Alberta Street Section, 82nd Avenue and Cascade Highway.

Due to the fact that the Utility Company is required to provide clearance on N.E. Columbia Blvd. in excess of National Safety Code requirements to clear a pile driving operation, which was not anticipated at the program stage or P. S. and E. submission, authorization is hereby granted to proceed as of August 27, 1958 with the necessary raising and lowering of utility lines. Reimbursement is subject to the provisions of PPM 30-4. This item should be listed on P.A. estimate when submitted.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to SHE

RECEIVED
FOR FILING

Salem, Oregon
August 25, 1958

Airport-Alberta Street
Section, Cascade Highway

Mr. Ivan D. Merchant

Please take up with the Bureau of Public Roads the matter of subcontracting on the Airport-Alberta Street Section. If they will not clear these, we will have to withdraw our approval of the subcontracts.

G. S. Paxson

Attach.
GSP:gm
cc Mr. W. C. Williams

MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4-0

August 22, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Project S-364(3) and US-364(2)
Airport-Alberta St. Section
Cascade Highway

Dear Sir:

We have received copies of letters dated August 12, signed by Mr. Ivan Merchant, advising the Division Engineer of approval of four subcontracts on the above project.

In order to conform to past practice, it is requested that we be furnished the contract item numbers of work included in each subcontract.

Due to the fact that such a large proportion of the project is being sublet, it is certain that the procedure will be closely scrutinized by all Bureau offices. There will probably be considerable doubt expressed as to the propriety of designating all of the roadway work as "Specialty Items". Disapproval of the procedure may lead to loss of Federal participation in part or all of the work being subcontracted.

We will take no action on the matter pending receipt of further word from you.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

FORM E-123-X 25M 8-58

RECEIVED
AUG 8 1958

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 7, 1958

Portland General Electric Company
Electric Building
621 S. W. Alder Street
Portland 5, Oregon

Attention: Mr. E. A. Paine, Superintendent of Distribution

Re: Portland General Electric Company
Power Line Adjustment
Airport-Alberta Street Section
Cascade Highway
Multnomah County

Dear Sir:

Reference is made to your letter of July 25, addressed to Mr. Tom Edwards and Mr. Curtis Baker, with reference to raising and lowering of power lines on the above entitled project.

Upon recommendation of the office of the Construction Engineer, this is to advise you that the Highway Commission will reimburse you for the proper and reasonable costs of raising your line above the requirements of the National Electrical Safety Code and the subsequent lowering thereof after the pile-driving operations are completed.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. L. H. Young
Mr. A. G. Skelton

RECEIVED
AUG 7 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 SM 4-58

RECEIVED
JUL 21 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5-364(3)
5-364(2)
5240

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 24, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5240, awarded July 2, 1958, for structures, grading and paving on the Airport-Alberta Street Section of 82nd Avenue & Cascade Highways in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 25 1958
FOR
FORM E-30X—37,500—8-58—96688
5240

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1958

SUBJECT: Portland Auto Auction road approach permit application

To: Mr. F. W. Farrar

We have investigated the subject application as it pertains to drainage, as you requested.

Please refer to the enclosed print of the construction plans for the relocation of a portion of N. E. 82nd Avenue in this area. The east end of the Portland Auto Auction property is shown in red, based on the pencil sketch also attached. You will note that the outfall of the existing storm sewer will be abandoned north of the manhole located in front of the proposed 36-foot approach and the sewer will be rebuilt to follow the jog in 82nd Avenue. This will free the ditch on the west side of 82nd Avenue of any flow other than that which originates locally.

The Wood Tractor Company drains most of its runoff into a dry well located within its property, so the flow through the 24-inch concrete pipes in front of the Wood Company and across the existing 82nd Avenue will consist of virtually only that runoff from the Portland Auto Auction property. We estimate that this discharge will be increased from about 1 cfs for the undeveloped area to 4.5 cfs for a two-year storm or 6 cfs for a five-year storm when the area is fully paved. These concrete pipes have a capacity of 40 cfs on a four percent slope so we can not see any complication in their operation arising from the paving of the subject property.

As for the effect of this increased discharge on the operation of the new 36-inch storm sewer, this sewer has a capacity of 60 cfs on its minimum slope and we believe the increase in runoff will not be detrimental. The pipe should be flowing at a depth less than full for a ten-year storm.

NOTED
P. M. STEPHENSON

R. C. Edgerton
Research Engineer
By
John C. Jenkins
Hydraulic Engineer

JCJ:gm

cc Mr. P. M. Stephenson

RECEIVED
JUL 1958
OFFICE OF
STATE HIGHWAY ENGINEER

N.E. SUMNER ST.

N.E. WEBSTER ST.

Portland Auto Auction
Rd App Permit Appl

82nd Ave

36' Rd. App. Appl. site

305' frontage

11' fall

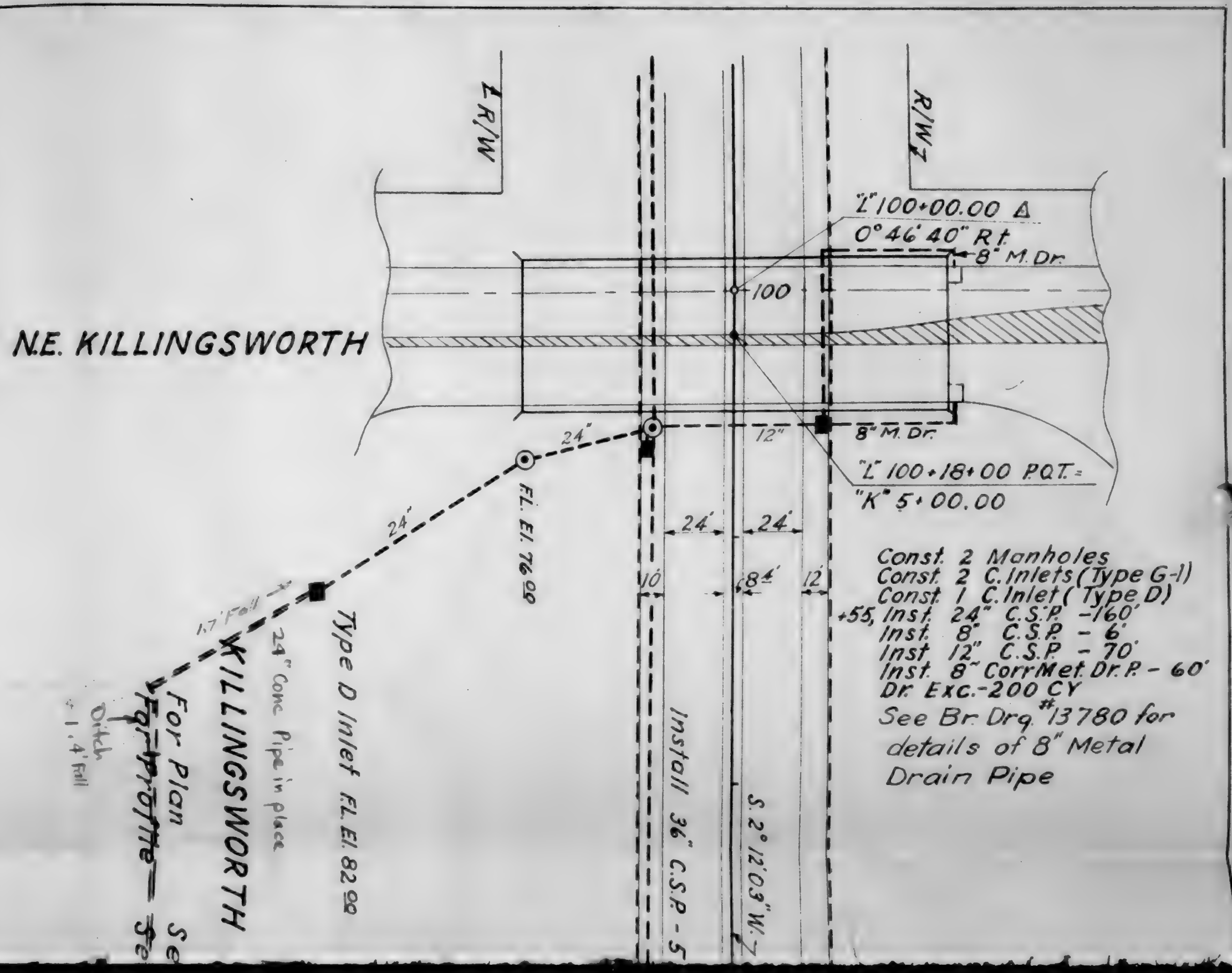
620' depth

Auto Auction Prop.

6' fall

Center to be cut along RL. to intercept water.

FINAL SURVEY			DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



T. 1 S.

"L" 106+39.35 P.S.C.

Install 36" C.S.P. - 180' D

"L"
24° CR.
Δ 36°00'
Ts 138.25

120' Sp.
S 14°24'
e=.20

Const Manhole
Const 1 Catch Inlet (Type D)
Const 2 Catch Inlets (Type G-1)
Const - 12" C.S.P. - 70' ±
Inst - 12" C.S.P. - 50' ±

Ditch

Const - Manhole
Const - 2 Catch Inlets (Type D)
Inst - 12" C.S.P. - 15' ±
Dr. Exc. - 280 C.Y.
80'

"A" 105+69.35 P.C.
"L" 105+69.35 P.O.S. & R/W

"L" 105+19.35 P.S.
End of Median Barrier

105

Install 36" C.S.P. - 520' Dr. Exc. - 1100 C.Y.

24'
16'
8'

"L" 103+93.07 P.O.T.
"B" 103+93.07 P.C. 28±Lt

70' Rad.
Δ 33°23'03"
L 99.05

104.9242 P.C.C.

S 12°03' W.

82.00

TH INTERCHANGE

See Sheet 10

~~See Sheets 11, 12 & 13~~

24" Conc. Pipe in place
± 12' Fall.

Wood Tractor Company

N.E. WEBSTER

"L" 110+62.91 PT Bk. EQU
82nd 110+05.64 POT AH

110

"L" 109+34.34 PC

"7"
28° C.L.
Δ36°00'
T66.49

1011

R/W 2

"L" 107+88.65 PT

Inst. 21" C.S.P.-330'
Dr. Exc.-400 C.Y.
Extra Under Pavt.-100'

S 38°12'03" W

"L" 106+68.65 PCS

Dr. Exc.-475 C.Y.

Abandon
21" CSP in place

36' Rd.
appr. Appl
Sit

L R/

305'

PortHand Auto Auction

T 1 N., R. 2 E., W.M.
Section 21

NE. SUMNER

Const 1 Catch Inlet (Type D)
50 Const 2 "Catch Inlets (Type G-1)
Inst. 12" CSP - 70'
Dr. Exc. - 40 C.Y.

AIRPORT-ALBERTA ST. SEC.
82nd AVE & CASCADE HWY.
MULTNOMAH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	S-364(3) US-364(2)	

N.E. ALBERTA

R/W 7

S 2° 12' 03" W

N.E. 82nd. AVE.

1 R/W

AIRPORT-ALBERTA ST. SEC.
82nd. AVE & CASCADE HWY.
MULTNOMAH COUNTY

SHEET No. 8

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-364(3) US-364(2)		See Index

N.E. ALBERTA

N.E. 82nd. AVE.

DATE

BY

ORIGINAL SURVEY

NOTE BOOK NO

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

Killingsworth St

Bldg.

Ground Line

Finished Grade, 28.2' Lt. or Rt

+ 75' 73.23

150'

300' V.C.

60

55

50

+3.27

+40, 5083

+55 E1149.50

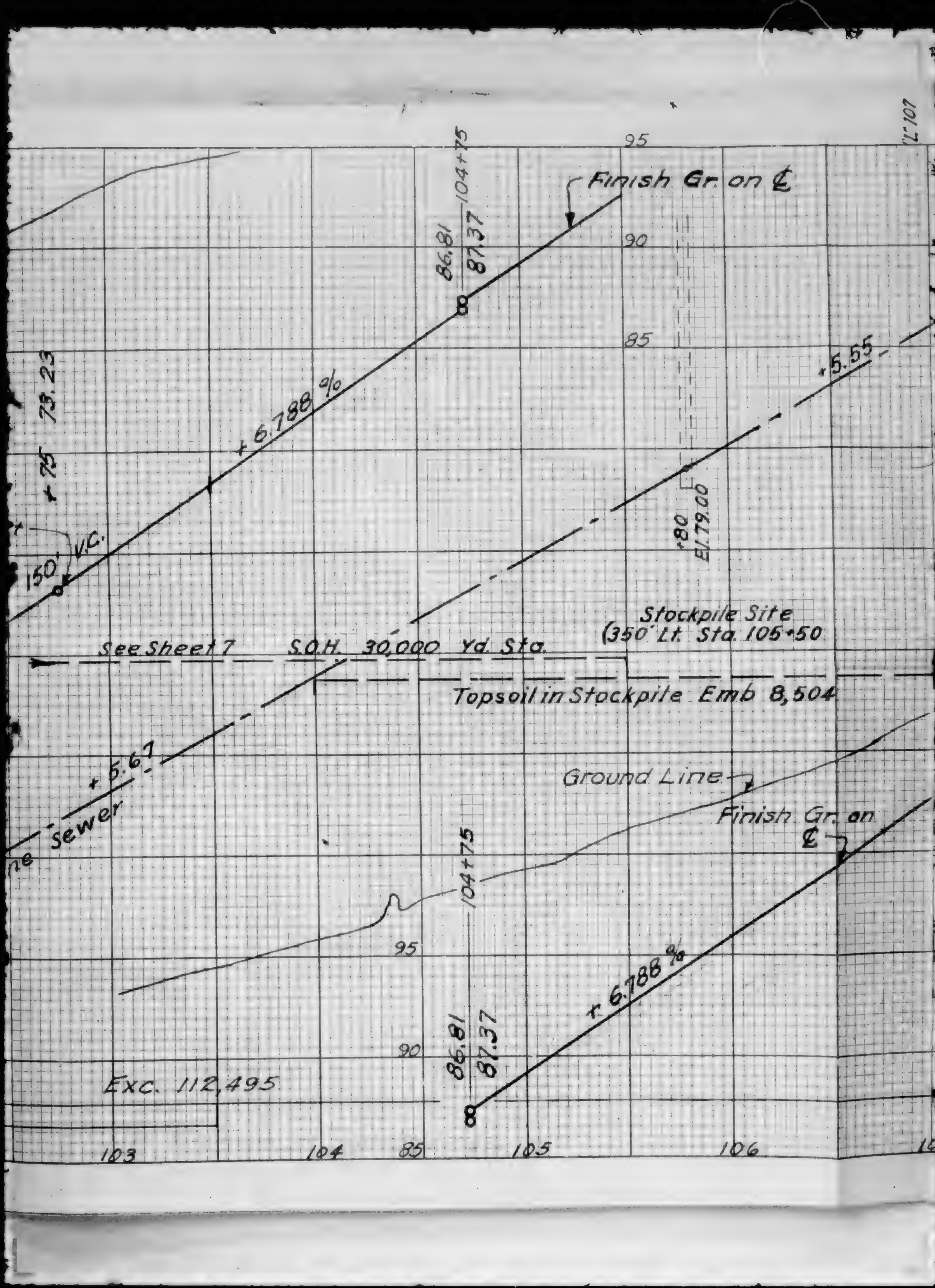
To Sta. 74+10

Flow Line

100

101

102


Finish Gr. on ℄
95
90
85
104+75
86.81
87.37
+6.788 %
+75
75.23
150' V.C.
+5.55
+80
El. 79.00
Stockpile Site
(350' Lt. Sta. 105+50
See Sheet 7
S.O.H. 30,000 Yd. Sta.
Topsoil in Stockpile Emb 8,504
+6.67
Ground Line
Finish Gr. on ℄
104+75
95
90
86.81
87.37
+6.788 %
EXC. 112,495
103
104
85
105
106

2" 107

1.5' Tol

+50
El. 89.00

-5.55

N.E. Summer St.

+60 113.50

Match Exist. Gr. on
82nd

+2.897%

0

250' V.C.

+7.73

END OF PROJECT US-364(2)
Sta. 110+62.91

157.

EQUATION

162.91

El. 89.00

Exc. 10.921

To Sta. 57+35

+50

107 108 109 110

EQUATION

157.27

Sta. 110+62.91

+05.64

+25 El. 114.50

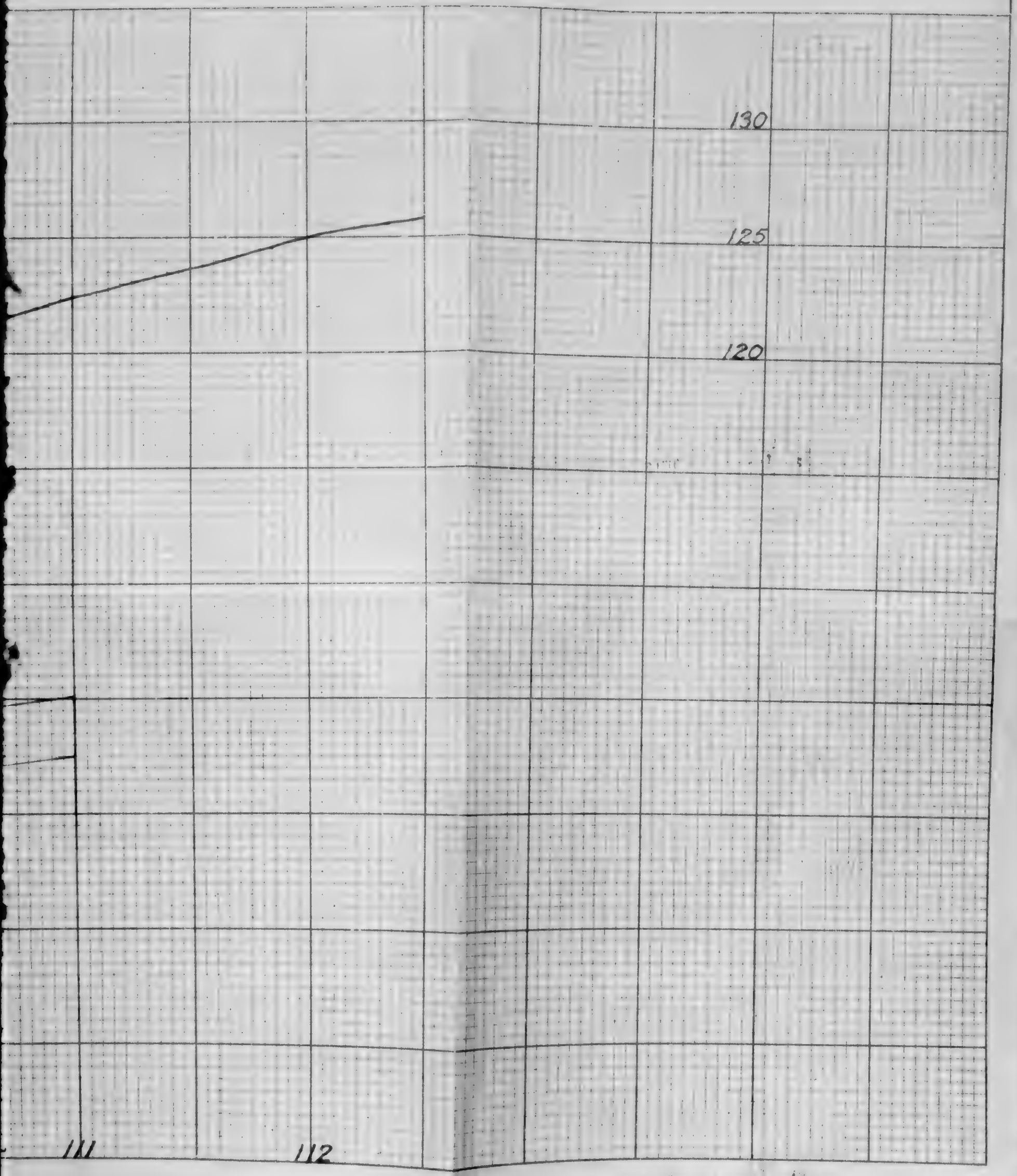
111

112

120

125

130


130
125
120
111
112

RECEIVED
JUL 17 1958
R FII

July 2, 1958

Warren Northwest, Inc
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958, accepted your proposal for grading and paving on the Airport-Alberta Street Section of 82nd Avenue and the Cascade Highway, southerly from the International Airport at Portland in Multnomah County, and also construction of three structures for the sum of $865,347.60 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5240.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Ivan D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S
S
E

WESTERN UNION TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 2, 1958

Warren Northwest, Inc.
9860 NE Hancock Drive
Portland, Oregon

Contract for grading and paving on Airport-Alberta Street Section of 82nd Avenue and the Cascade Highway, southerly from the International Airport at Portland in Multnomah County, also construction of three structures for which you submitted low bid on May 29, 1958, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

RECEIVED
JUL 3 - 1958
FOR FILING

July 2, 1958

Mr. C. G. Polk
Division Engineer
Oregon State Highway Department
408 State Highway Building
Salem, Oregon

Spec,

Dear Sir:

Re: Airport Road-Alberta Street Section
FAP S-364(3) and US-364(2)

On May 29, the Highway Commission accepted the low bid of Warren Northwest, Inc. of Portland in the amount of $865,349.60 for the above project, and instructed the Engineer to award the contract for said project as soon as all rights of way for the project were acquired. All rights of way necessary for the project have been acquired.

I propose to award the contract to the low bidder as of this date. May I have your concurrence in this award.

On March 6, you were furnished three copies of P.U.C. Order No. 36873, covering the Highway-Railroad grade separation structure involved. There is attached hereto an unsigned copy of the State-Railroad Agreement for the structure. The original of this agreement has been executed by the Highway Commission and is now in the hands of the Railroad Company for their execution. Completely executed copies of the Agreement will be furnished you as soon as possible.

There is attached hereto a copy of a letter from the Railroad Company, indicating their approval of the plans for the project.

Very truly yours,

W. C. Williams
State Highway Engineer

CAG/mm

Attached

NOTED
FORREST COOPER

RECEIVED
JUL 3 - 1958
FOR FILING

DR. LEO S. LUCAS, CHIEF SURGEON
DR. E. BOQUIST, ASST. SURGEON

S. DOROTHY ANDREW, R.N., DIRECTOR
RITA C. WILLISTON, R.N., NURSING SERVICES

SHRINERS HOSPITALS FOR CRIPPLED CHILDREN

PORTLAND 20, OREGON

SANDY BOULEVARD AND N.E. EIGHTY-SECOND AVE.
TELEPHONE ATLANTIC 1-1103

Cross Referenced To:
Cond
Lic
Deed Rec

LOCAL BOARD OF GOVERNORS

R. E. RILEY, CHAIRMAN
CLARENCE D. PHILLIPS, VICE-CHAIRMAN
KENNETH B. HALL, SECRETARY
FLAVEL TEMPLE, TREASURER
A. FREEMAN SERSANOUS
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D. DON KENYON
V. W. McCORMACK
WM. BRAUN
MANLEY TREECE, AL KADER
FRANK N. YOUNG, AFIFI
T. W. WEIBLE, EL KORAH
N. MACKAY SMITH, GIZEH
RAYMOND RETER, HILLAH
FRANK B. DONALDSON, NILE

KIT C. CONYERS, POTENTATE, AL KADER
CHESTER A. HOGAN, POTENTATE, AFIFI
EARL W. TURNER, POTENTATE, EL KORAH
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GERALD D. CRARY, PAST IMPERIAL POTENTATE
GEORGE M. SAUNDERS, SECRETARY (EX-OFFICIO)
ROBERT P. SMITH, GENERAL COUNSEL (EX-OFFICIO)
ELEANOR BAIRD, R. N., ADMINISTRATOR

July 2, 1958

W. C. WILL...

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Thank you very much indeed for your letter of July 1 and for your prompt attention to our request. We do appreciate your efforts on behalf of the hospital and your circumstances in regard to the fill dirt.

With kind regards, I am

Your sincerely,

Earl Riley

Earl Riley, Chairman
Board of Governors

ER:rad

cc: Mr. Thomas C. Luke

RECEIVED
JUL 3 1958
OREGON
STATE HIGHWAY COMMISSION

The Portland Unit Shriners Hospitals for Crippled Children is a 100% Charity Hospital for Crippled Children and is not supported by Public Taxes.
Any crippled child under 14 whose parents are unable to pay can be admitted without regard to its race, its creed or its color.
This Hospital is owned and operated by the Order of the Mystic Shrine.

RECEIVED
JUL 2 - 1958
FOR FILING

I-364 (2)
US-3-4(2)
5249

July 1, 1958

Mr. Earl Riley, Chairman
Board of Governors
Shriners Hospitals for Crippled Children
Sandy Boulevard and N. E. Eighty-second Avenue
Portland 20, Oregon

Dear Mr. Riley:

In reply to your letter of June 12, 1958, addressed to Mr. M. K. McIver, in which you inquire as to the possibility of securing fill dirt from our 82nd Avenue-Killingsworth project, I wish to advise that I have had this matter checked and find that there is little likelihood of there being any excess material on this project. Actually, the work consists of two jobs, a State job and a County job. The part under the jurisdiction of the State is largely all excavation; however, the material is hauled northerly to make fills on the County unit. Therefore, it does not appear that there would be any excess material that might be used at the Shriners Hospital. Should there be any excess material, we will be glad to cooperate.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. M. K. McIver, Chairman
Oregon State Highway Commission

Mr. Forrest Cooper

FC:ms fn

DR. LEO S. LUCAS, CHIEF SURGEON
DR. E. G. CHUINARD, ASST. SURGEON

S. DOROTHY ANDREW, R.N., DIRECTOR
RITA C. WILLISTON, R.N., NURSING SERVICES

SHRINERS HOSPITALS FOR CRIPPLED CHILDREN

PORTLAND 20, OREGON

SANDY BOULEVARD AND N.E. EIGHTY-SECOND AVE.
TELEPHONE ATLANTIC 1-1103

LOCAL BOARD OF GOVERNORS

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PERCY P. LOCEY
D. DON KENYON
V. W. McCORMACK
WM. BRAUN
MANLEY TREECE, AL KADER
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N. MACKAY SMITH, GIZEH
RAYMOND RETER, HILLAH
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GERALD D. CRARY, PAST IMPERIAL POTENTATE
GEORGE M. SAUNDERS, SECRETARY (EX-OFFICIO)
ROBERT P. SMITH, GENERAL COUNSEL (EX-OFFICIO)
ELEANOR BAIRD, R. N., ADMINISTRATOR

June 12, 1958

Mr. Milo K. McIver, Chairman
Oregon State Highway Commission
Commerce Building
Portland, Oregon

Dear Mr. McIver:

The Shrine Hospital, whose work you are no doubt familiar with, is engaged in a grounds project, which the Oregon State Highway Commission could be helpful with, should they decide to do so.

We need approximately a thousand yards of earth fill in connection with the project, and in talking to the contractor who is going to grade the project for the 82nd Street Airport job, he tells us that he would be glad to be cooperative in hauling the dirt to our grounds, providing the Highway Commission would permit him to do so.

It would be very much appreciated if the Commission would give consideration to our needs. We are, of course, a charitable institution and have no funds budgeted with which to meet any purchase of such material. Therefore, what we are asking you to do is on a gratis basis.

It would be very much appreciated if we might have your thinking and decision at the next meeting of the Commission, whichwe understand will be on the 19th of June, here in Portland.

Very truly yours,

Earl Riley

Earl Riley, Chairman
Board of Governors

rjm/

The Portland Unit Shriners Hospitals for Crippled Children is a 100% Charity Hospital for Crippled Children and is not supported by Public Taxes.
Any crippled child under 14 whose parents are unable to pay can be admitted without regard to its race, its creed or its color.
This Hospital is owned and operated by the Order of the Mystic Shrine.

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION

OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

June 12, 1958

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Williams:

Enclosed you will find a letter from Mr. Earl Riley, Chairman of the Board of Governors of the Shriners Hospitals for Crippled Children, Portland, Oregon.

As you know, this is a worthy organization and if there is anything the State can do to help this project along, it would be fine.

Will you please answer his request as I know nothing about it. Thank you.

Cordially,

M. K. McIver
Chairman

MKM:f
Enc.

RECEIVED
JUN 13 1958
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
JUL - 1958
FOR FILING
08-35.4-0
5240

July 2, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-way have been acquired for Oregon Project US-364(2), Airport Road - Alberta Street Section, 82nd. Ave. (Portland) and Cascade Highway, we hereby concur as of this date in award of Contract No. 5240 to Warren Northwest, Inc., of Portland, Oregon, low bidder in the total amount of $865,349.60 for this project and Project S-364(3) at the May 29, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

Copy to
Thurlkard

RECEIVED
JUL 2 - 1958
FOR FILING

July 1, 1958

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon

Gentlemen:

We are enclosing for the records and files of Multnomah County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Multnomah County covering the Airport-Alberta Street Section of FAS 727 in Multnomah County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
JUL 3 - 1958
FOR FILING
5246

Salem, Oregon
July 1, 1958

FAS Project Agreement
Multnomah County

Mr. C. G. Swenson
Engineer, County & City Relations Dept.
O f f i c e

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Multnomah County covering the Airport-Alberta Street Section of FAS 727 in Multnomah County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Multnomah County.

Secretary

rn
Attach: 5

FORM E-20 50M 6-57—6863

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1958

SUBJECT: FAS Project Agreement
Multnomah County

To:
Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Airport-Alberta Street Section of FAS 727 in Multnomah County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed copies for transmittal to the B. P. R.

This project was approved by the commission on August 16, 1956.

This complete Assignment #462.

John D. Graham
Office Engineer
Co. & City Relations

JDG:be
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date June 25- 1958

RECEIVED
JUN 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 8-16-56 Min Page 26902 & 11-8-56 Min page 48
Secretary

FORM E30—80M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1958

SUBJECT: Cooperative Construction Agreement
Airport-Alberta Street Section
82nd Avenue and Cascade Hwy.
Multnomah County

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are six copies of the above named agreement as per your request of April 24, 1958.

Two exhibit maps were sent along with the request for this proposed agreement; one of which we have attached to our file copy. We understand County and City Relations will furnish additional maps.

As brown is no longer mentioned in the agreement, perhaps it should be removed from the exhibit. If brown is removed from the exhibit, please notify us so that we may have it removed from our file copy.

GLEN V. SORENSEN
Staff Attorney

GVS:mmb
Attachments
cc: L. I. Lindas

RECEIVED
JUN - 3 1958
ENGINEER
COUNTY & CITY RELATIONS

6/3/58
Two approved copies
taken by John Graham.
Pauline

RECEIVED
JUN 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FILING

Multnomah County Drainage District No. 1

10319 N. E. Marx St.
Portland 20, Oregon

BOARD OF SUPERVISORS
S. B. HALL, PRESIDENT
L. RUSSELL
GEO. W. CLARKE

A. N. SCRITSMIER, SEC.-TREAS.

8

June 16, 1958

AL 3-3282
Cross Referenced To:
Land
R/W
Cascade Sec.

Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Dear Sir:

In answer to your letter of June 12, 1958, regarding the culvert that you wish to install in our main canal for your 82nd Avenue extension, we will accept the round culvert placed as you have it on the drawing, with the bottom three (3) feet below the flow line. This flow line we will establish and stake out for you. This culvert, of course, will be of 138 inch pipe.

We feel that this will do the job satisfactorily, and hope it will help you with the designing of the job.

Very truly yours,

MULTNOMAH COUNTY DRAINAGE DISTRICT NO. 1

A. N. Scritsmier

A. N. Scritsmier, Manager

ANS:je

RECEIVED
JUN 17 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
JUN 13 1958
FOR FILING

Cross Referenced To:
Const
RW
Location

June 12, 1958

Mr. A. E. Scritsmier, Manager
Multnomah County Drainage District No. 1
10319 N. E. Marx Street
Portland 20, Oregon

Dear Mr. Scritsmier:

Following out our telephone conversation yesterday, I am attaching hereto a print showing our proposal for a 138-inch multiplate pipe for the main drainage canal crossing by the Airport Road extension of 82nd Avenue. We propose that this 138-inch pipe be installed with the bottom of the pipe three feet below the bottom of the drainage canal and that this three feet be allowed to fill so that it will present what, to all practical purposes, is an arch-type culvert.

I am also attaching a print showing the width of the culvert at the elevation of the bottom of the canal which you will note is 10.1 feet. 2'-9" above this elevation, the pipe will present the entire diameter of 11'-6".

On the first sketch mentioned we have superimposed the outline of the standard arch-type culvert 12'-8" in width and 8'-1" in height. The area of the circular culvert above the bed of the canal as we propose to install it would have an area of 82 square feet. Our investigation leads us to believe that with the fill height at this point the arch-type culvert would not be structurally adequate. Another advantage of the circular-type culvert is that in case of exceptionally heavy floods the area below the ditch line might scour out and give the full area of the circular culvert for the passage of water.

I am sure that the installation which we propose will be equal or superior to the arch-type culvert which you suggested in your letter of June 5. We will conform to your wishes in the north and south waterways and will install 40-inch-round culverts at these points.

I would ask your examination and approval of our proposal.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. G. Skelton

GSPigm
Attach.

OREGON STATE HIGHWAY DEPARTMENT

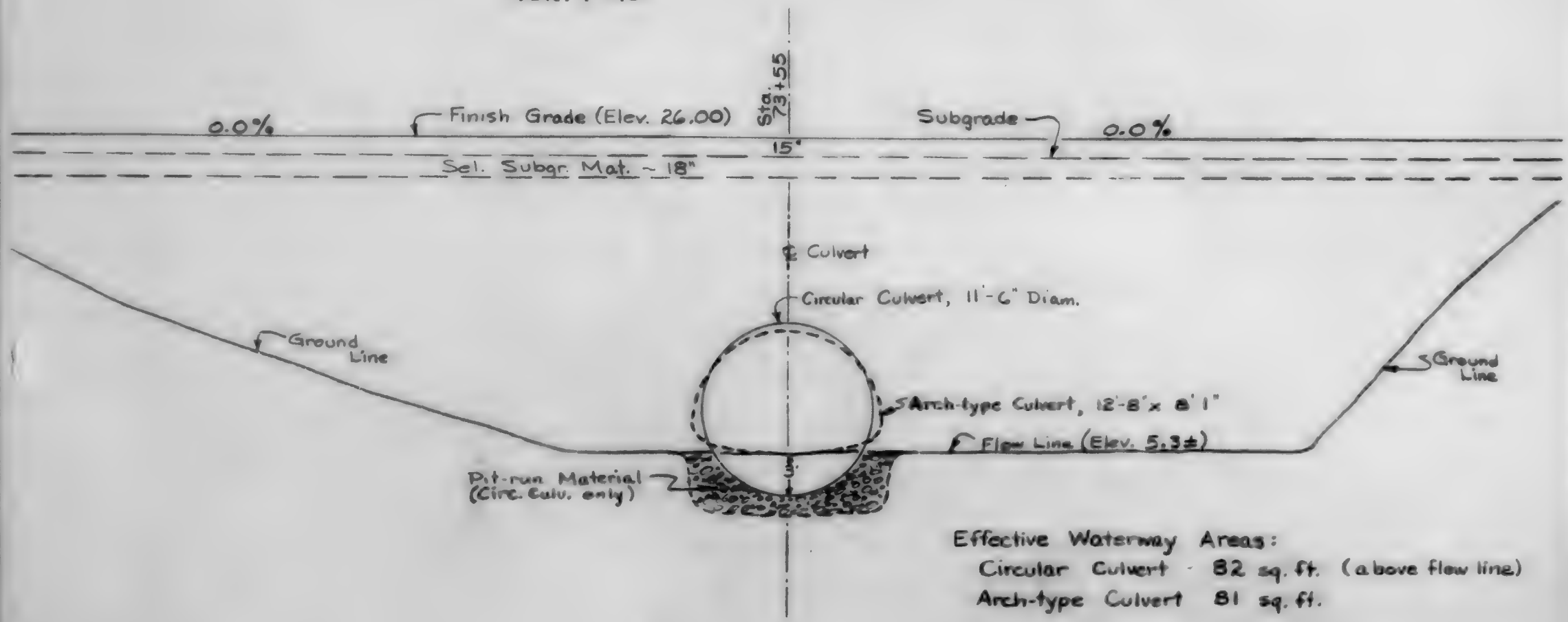
AIRPORT ~ ALBERTA STREET SECTION

82ND AVE & CASCADE HIGHWAY

MULTNOMAH COUNTY

PROFILE SHOWING PROPOSED CULVERT AT STA. 73+55

SCALE: HOR. 1"=10'
VER. 1"=10'



Effective Waterway Areas:
Circular Culvert - 82 sq. ft. (above flow line)
Arch-type Culvert 81 sq. ft.

Form E-106—10M—4-57
State Printing 3071

Job No. .....

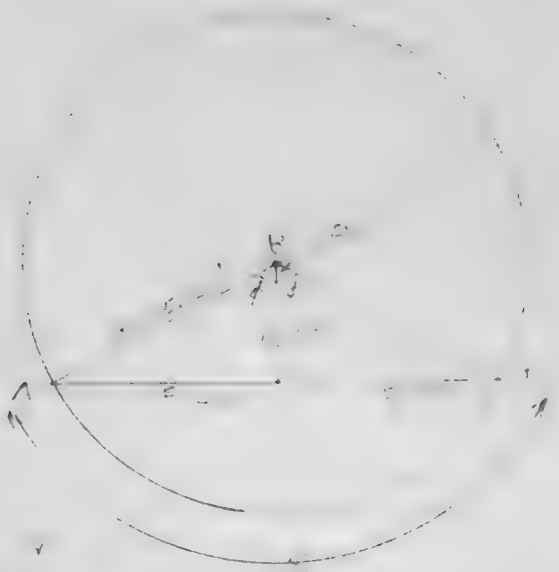
Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for AIRPORT - ALBERTA STREET SECTION CASCADE HWY & 82ND AVE

Made by W. H. Tessem, 19 58 Checked by B. E. Taylor, 19 58 Backchecked by T.e.beam, 19 58

Calculation for Pipe Area @ 73+55
w/ 3' of pipe ~~ow~~ flow line



ϕ = 61° 26' 40" ✓ θ = 2.14423

$\sin\phi = \frac{5}{5.75}$ = .8696 ✓

122.5556°

Pipe Area = $\left(\frac{1}{2}\right)(\pi)(2.75)^2$ = 13.89 ✓ ft²

Area Tri = $\frac{1}{2}(5.75)^2\left(122.5556^\circ\right)$

$\theta = \frac{(\phi)(\pi)}{180^\circ} = \frac{(122.5556)(\pi)}{180^\circ}$ = 2.14423

Area Sector = $\frac{1}{2}(2.75)^2(2.14423)$ = 35.447 ✓ ft²

Area Segment = 35.45 − 13.89 = 21.56 ✓ ft²

Area ⊙ = $(3.14159)(5.75)^2$ = 103.87 ✓

Area above flow line = 103.87 ✓ − 21.56 = 82.31 ✓ ft²

Use 82 ft²

72" Corr. Δ 14 Pipe

276' @ 54.00 (Bid Price) = 14904

48" C.I.P.

No bid item

276' @ $20.00 (Ave 1957 Bid price) 5520.00

Sering ⊗ $ 9384.00

108" St. Pl.

143' @ 80.00 (Ave. Bid Price) ⊗ 11,440.00

20,864

143' of 126" Pipe @ 75.00 (est cost) 10,725.00

143' of 12'8" x 8'1" Arch Type @ $110 (est) $15730

---

12 x 8 RCBC

Class A 229 @ 63 = 14400

Reinf 48000 @ .13 = 6,300

excav. +3' Rock base 1300

$ 22,000

20,824

1176 added cost.

G.C. Contr. H.H. Quinn Hwy Dist. Office

73+55

OREGON STATE HIGHWAY DEPARTMENT

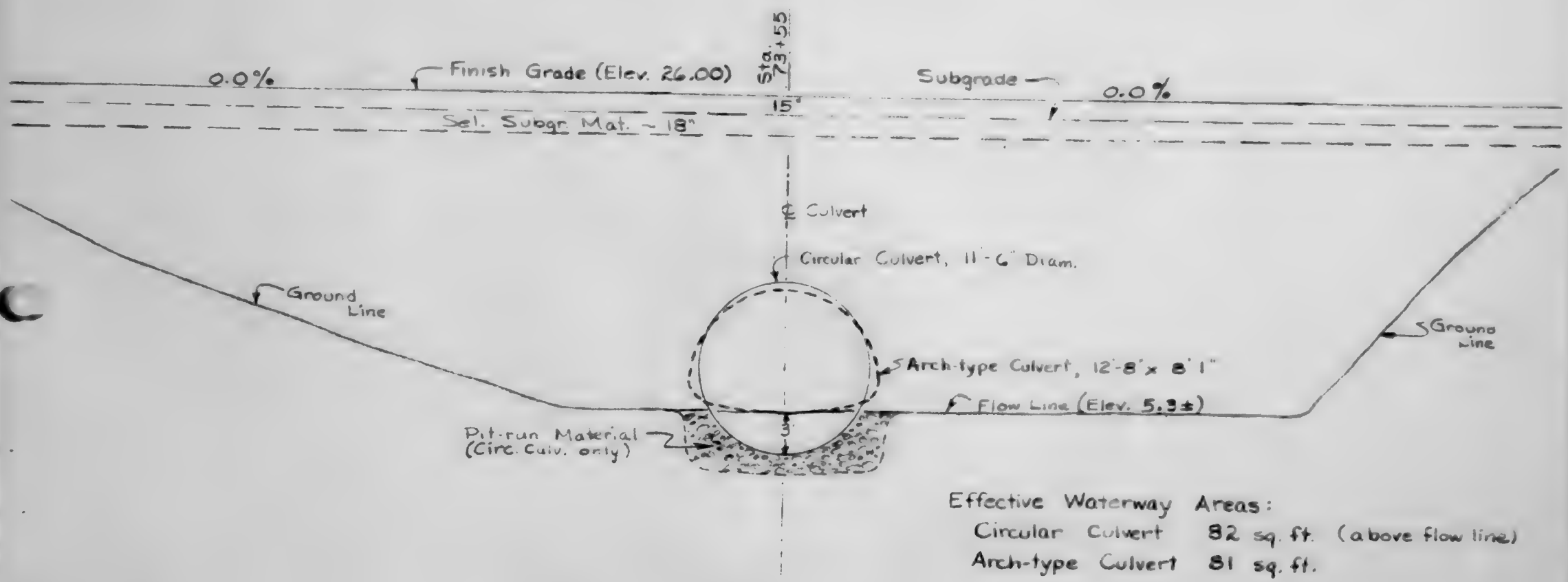
AIRPORT ~ ALBERTA STREET SECTION

82ND AVE & CASCADE HIGHWAY

MULTNOMAH COUNTY

PROFILE SHOWING PROPOSED CULVERT AT STA. 73+55

SCALE: HOR. 1"=10'
VER. 1"=10'



Effective Waterway Areas:

Circular Culvert	82 sq. ft. (above flow line)
Arch-type Culvert	81 sq. ft.

Form 734-2004 (4-57)
State Printing 3071

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Airport - Alberta Street Section Corvallis Hwy # 82(2)

Made by W. H. Tebeau, 19 57 Checked by R. F. Taylor, 19 57 Backchecked by Tebeau, 19 57

Calculation For Pipe Area @ 73+55
w/ 3' of pipe below flow line

Diam
Radius 6.75

Flow line
3'

$\frac{\theta}{2\pi}$ = .4782609

θ/2 = 61° 25' 40" θ = 122° 51' 20"
122.85556°

$\Delta ABC = \left(\frac{1}{2}\right)(10.1)(2.75) = 13.89$

$\frac{1}{2} R^2 = \frac{1}{2} R^2 \theta = \frac{1}{2}(5.75)^2$

$\frac{4(\pi)}{360°} = \frac{(122.85)}{(360)}$ = 2.14428

$\frac{1}{2}(5.75)^2(2.14428)$ 35.447

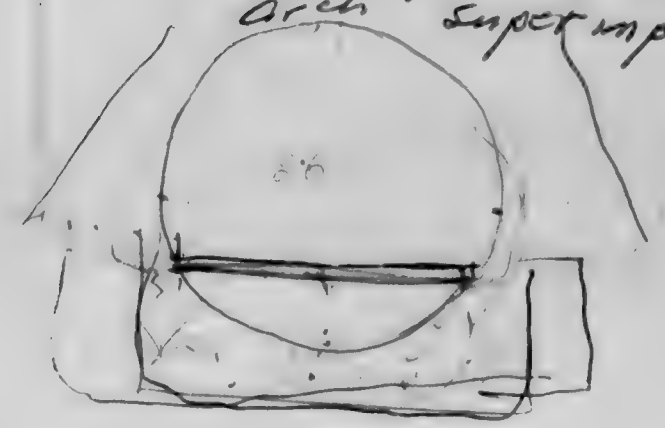
35.45 − 13.89 = 21.56

103.469

87 − 21.56 =

Sheet # 6

11'-6"
3' ft in ground
Sketch
Showing See with 12'-8" x 8'-1"
Arch superimposed.



FORM E-20X—37,500—6-57—6804

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

Portland, Oregon
June 7th, 1958

SUBJECT:

To:

Airport—Alberta Street Section

Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Enclosed herewith is a letter from Mr. A. N. Scritsmier, Manager of Multnomah County Drainage District No. 1 regarding culvert installations at crossings of three drainage ditches under the jurisdiction of the drainage district.

Plans provide for installation of 72 inch CM pipe at Station 63+70 and 77+25, and a 108" Str. P.L. pipe at Station 73+55. Mr. Scritsmier indicates that the two 72 inch pipes could be replaced with 48" pipes, and is asking for either a bridge or an arch type 12'8"x8'1" at Station 73+55.

As requested by you this date, this letter is being forwarded to you for further instuctions.

Original Signed by A. E. Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: James Don

CONSTRUCTION DIVISION
RECEIVED
JUN 10 1958

NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Multnomah County Drainage District No. 1

10319 N. E. Marx St.
Portland 20, Oregon

BOARD OF SUPERVISORS
S. B. HALL, PRESIDENT
L. RUSSELL
GEO. W. CLARKE

A. N. SCRITSMIER, SEC.-TREAS.

AL 3-5282

June 5, 1958

Oregon State Highway Department
9200 S.E. McLoughlin Blvd.,
Portland, Oregon

Gentlemen:

This letter is in regard to the extension of 82nd Avenue, from Killingsworth Street, down to the airport. This construction is within the boundaries of this District.

The drainage code of this State gives all jurisdiction for sloughs, canals, ditches, and culverts to the drainage districts, and holds the drainage districts responsible for all drainage.

You are crossing three (3) waterways with this proposed construction, the south and the north ones will need 48" round culverts. The center one is our main canal which handles water from Fairview Lake. This takes care of the water from Fairview Creek which drains property from part of Gresham and down along Sectionline Road, and this flow is increasing every year. This water is all carried to our main pumphouse, located at approximately 14th Street and Columbia Slough.

Our rulings for our main canal, which you are crossing, calls for either a bridge or an arch type culvert. If you wish to put in the arch type culvert, in place of a bridge, we will give you the elevations. The culvert must have at least 81 square feet capacity.

We are sorry if we have caused you any inconvenience, but we were not notified or asked to cooperate when you were designing this road construction.

150,000 g.p.m.

Very truly yours,

MULTNOMAH COUNTY DRAINAGE DISTRICT NO. 1

A. N. Scritsmier

A. N. Scritsmier, Manager

ANS:je

RECEIVED
OFFICE OF
DIVISION ENGINEER

FORM E 1281 12,500 4-58

RECEIVED
JUN 4 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

US-364 (3)
US-364 (2)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 4, 1958

Portland Gas and Coke Company
Public Service Building
Portland 4, Oregon

Re: Portland Gas and Coke Company
Gas Main Adjustment
Airport-Alberta Street Section
82nd Avenue and Cascade Highway
Multnomah County

Gentlemen:

Bids on the above titled project were received on May 29, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as promptly as possible.

The adjustment involves the removal and replacement on the structure of a main which crosses the new highway near Station 99+75. The existing facility is on State highway right of way under the terms of Permit No. 2456, dated June 3, 1947, so that it will be your obligation to make the necessary adjustment without reimbursement.

Further details of the work may be secured from Mr. James Don, Box 4699, Portland 2, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. G. Skelton
Mr. James Don
Mr. F. W. Farrar

FORM E 123X 68,500 4-58

RECEIVED
JUN - 1 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

1.364(3)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 4, 1958

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Power Line Adjustments
Airport-Alberta Street Section
82nd Avenue and Cascade Highway
Multnomah County

Gentlemen:

Bids on the above titled project were received on May 29, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustments to be made are as follows:

A line crossing the new highway near Station 93+25 must be adjusted. This line is on the right of way of N. E. Columbia Boulevard.

A line crossing the new highway near Station 99+75 must be adjusted. This line is on State highway right of way apparently without permit.

It is necessary to remove service poles near Stations 106+70 and 109+35. These service poles were placed on easements provided for in the subdivision plat.

As to the crossings at Stations 93+25 and 99+75, it will be your obligation to make the adjustments without reimbursement.

It will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustments at Stations 106+70 and 109+35.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be

sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. James Don, Box 4699, Portland 2, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. G. Skelton
Mr. James Don
Mr. P. W. Farrar

FORM E-128X 12,500 4-58

RECEIVED
JUN 11 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 4, 1958

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Power Line Adjustments
Airport-Alberta Street Section
82nd Avenue and Cascade Highway
Multnomah County

Gentlemen:

Bids on the above titled project were received on May 29, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

One adjustment involves the moving of a transmission line which crosses the new highway near Station 100+25. This line is on State highway right of way under the terms of Permit No. 2397, dated July 21, 1947, so that it will be your obligation to make the adjustment without compensation.

The second adjustment involves the removal of a service pole near Station 104+50 which is located on private property under a service agreement, so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of this work under Federal Regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. James Don, Box 4699, Portland 2, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. G. Skelton, Mr. James Don & Mr. F. W. Farrar

VM E-1423X 12,500 4 59

RECEIVED
JUN 1 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

118.364(2)
2040

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 4, 1958

Pacific Telephone and Telegraph Company
509 S. W. Oak
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustments
Airport-Alberta Street Section
82nd Avenue & Cascade Highway
Multnomah County

Gentlemen:

Bids on the above titled project were received on May 29, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustments involve work at the following locations:

A line crossing the centerline of the new highway near Station 47 must be adjusted. This line is on the right of way of N. E. Lombard Street.

A line crossing the centerline of the new highway near Station 93 must be adjusted. This line is on the right of way of N. E. Columbia Boulevard.

A service line on PGE poles crossing the centerline of the new highway near Station 99+75 must be adjusted. The PGE poles are on State right of way, apparently without permit.

Service lines to the nine houses purchased by the State in the vicinity of Sumner and Webster Streets must be removed. The existing services are on PGE poles which are located on easements provided for in the subdivision plat.

A telephone booth near Station 105 must be removed. This outdoor-type booth is located on private property under a verbal agreement with the property owner.

As to the facilities which are located on city streets or State highway right of way, it will be your obligation to make the necessary adjustments without reimbursement.

As to the facilities which are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustments under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. James Don, Box 4699, Portland 2, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. G. Skelton
Mr. James Don
Mr. F. W. Farrar

RECEIVED
MAY 29 1958
FOR FILING

S-364 (2)
UA-364 (2)
Cont (4)

Cross Referenced To:
Cont
P&W
Cascade Sec

May 29, 1958

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
Post Office Box 4099
Portland 8, Oregon

Dear Sir:

Referring to your letter of May 6, I wish to inform you that the change in pipe size (as requested in that letter) on our Alberta Street-Airport Section of 82nd Avenue has been included in our plans and that a billing of this increased cost will be submitted to you upon completion of the project.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. C. H. Maison

DJB:fp fn

COMMISSIONERS
DENNIS J. LINDSAY, PRESIDENT
LEE E. CALDWELL, VICE-PRESIDENT
THOMAS M. CAMPBELL, SECRETARY
L. S. WHITE, TREASURER
CAPT. RALPH F. CAPLES
L. H. HOFFMAN
LUKE L. ROBERTS
FRANK M. WARREN, JR.
W. L. WILLIAMS

The Port of Portland

P.O. Box 4099 • Portland 8, Oregon
Swan Island

GENERAL MANAGER, JOHN J. WINN, JR.
ASST. GEN. MGR. - AVIATION, R. A. MILLS
MARINE SUPT., D. M. CHARLESON, JR.
COMPTROLLER, E. W. BAUER
DIR. OF INFORMATION, ERNEST HAYCOX, JR.

May 6, 1958

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. Tom Edwards

Dear Sir:

Reference is made to our conversation on May 5th with your Mr. A. B. Benedict, Assistant Division Engineer, relative to a culvert located at the Alberta Street extension of N. E. 82nd Avenue.

The Port desires that you substitute approximately 100 lineal feet of 60" asphalt-coated corrugated metal culvert pipe for the planned approximately 108 lineal feet of 36" concrete culvert pipe. This 60" pipe is to be under the extension of 82nd Avenue, approximately 390 feet south of the planned 36" culvert directly in line with our relocated drainage ditch. Although your 36" pipe is adequate to maintain this drainage ditch, future dredging will necessitate a 60" culvert.

We understand you will bill us direct at a later date for the increased cost of this pipe.

Very truly yours,

THE PORT OF PORTLAND

JOHN J. WINN, JR.
General Manager

RAN/lr

cc: Mr. A. B. Benedict,
Oregon State Highway Dept.

RECEIVED
MAY 7 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 23 1958
FOR FILING

May 22, 1958

McCarty, Swindells, Miller & McLaughlin
Attorneys at Law
Public Service Building
Portland 4, Oregon

Attention Mr. Jack M. McLaughlin

Gentlemen:

Referring to the matter of the movement of water mains and facilities made necessary by the construction of the 82nd Street-Airport project in Multnomah County, I wish to advise that, while we feel that the Parkrose Water District should assume its just obligation, we will, subject to approval of the Highway Commission, move or adjust such facilities and only those facilities as are necessary by the actual construction of the project. I refer only to those facilities which would actually be disrupted by construction work. We take this action by reason of the necessity that the project move forward without further delay.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

FC:ms fn

McCARTY, SWINDELLS, MILLER & McLAUGHLIN
ATTORNEYS AT LAW
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

CHESTER E. McCARTY
JAMES G. SWINDELLS
WILLIAM MILLER
JACK M. McLAUGHLIN

TELEPHONE
CAPITOL 8-1161

May 21, 1958.

State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams, State Highway Engineer

Gentlemen:

The Parkrose Water District has referred to this office its previous correspondence with you concerning the Alberta Street Airport Road Section of the Cascade Highway and the necessary relocation of water lines caused by this construction. Your most recent letter to the Water District indicated that the State Highway Commission would not assume any part of the cost of the water main relocation.

We are at a loss to understand the statement of your letter of April 25th to the effect that the Water District's financial statement showed adequate sums to pay for the cost of this relocation. The financial statement shows that all of the monies the District has or will receive in the near future have been committed for other essential projects and that there are no funds whatsoever with which to pay for the main relocation caused by your new highway.

We also understand that this project is a part of the National System of Interstate and Defense Highways and that it is the intention of Congress that in projects under this program utilities be reimbursed for their relocation expenses. (Federal Aid Highway Act of 1956 - Public Law 627, 84th Congress, Chap. 462 - 2nd Session, Sec. 111). Furthermore, part of the area where the mains in question are laid was not State Highway property prior to recent condemnation. It seems to us that in building a new highway, the Department should pay for relocation of utilities just as it pays for the rest of its right of way.

Also, this new highway will deprive the Water District of revenue, in that it will mean the loss of eleven of their regular customers.

We would appreciate your re-examining this matter with the view of making proper reimbursement to the District.

Very truly yours,

McCARTY, SWINDELLS, MILLER & McLAUGHLIN

RECEIVED
MAY 22 1958
OREGON
STATE HIGHWAY COMMISSION

By

JMcL:mp - cc to Parkrose Water District

FORM E-20 SOM 8-57—6563

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24th, 1958

SUBJECT:

To: Mr. Ferrest Cooper
Deputy State Highway Engineer
O f f i c e

In response to our communications with Mr. Joe Wagner of the Parkrose Water District, wherein they plead financial distress with regard to rearrangement of facilities in the Alberta Street-Airport Road construction area, I asked Mr. Baker to secure from them a financial statement. He has done so and I attach it hereto.

Their statement indicates a surplus at the end of the year 1958 of $127,125.66. The Board has committed this to improvement of the system in 1959.

In view of these circumstances, it does not appear that the Water District is unable to pay for the necessary rearrangement of their facilities, and I, therefore, submit the attached rough draft which I recommend be forwarded to them.

Tom Edwards
Construction Engineer

TE:AR
Enc. 2

RECEIVED
APR 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

PARKROSE WATER DISTRICT
10424 N. E. FREMONT STREET
PORTLAND 20, OREGON
PHONE ALPINE 3-1487

April 23, 1958

Kurtis Baker
State Highway Dept
Salem, Oregon.

FINANCIAL STATEMENT

January 1, 1958	Parkrose Water District cash on hand		
	General Fund	$	55,616.13
	Construction Account		64,013.06
	Estimate Revenue from water sale for year ending June 30, 1959		152,000.00
	Estimate Tax collection for the year ending June 30, 1959		47,000.00
	Total		318,629.19
	Cost of Operation of Water District for year ending June 30, 1959 and Budgeted		177,882.73
	Estimate cost of 82nd Ave, Transmission line which is already on the drawing board to be constructed in 1958		12,000.00
	Estimate cost of Columbia slough crossing which is out on Quotation to be constructed in 1958		1,620.80
	Total		191,503.53

On February 5, 1958 at our regular meeting the Commissioners authorized construction for a new transmission line at N.E. 148th Ave, to be constructed in early part of 1959 at a estimate cost between $ 125,000.00 to $ 130,000.00 which by the above expenditures leaves us $ 127,125.66 to be constructed on our N. E. Transmission line.

As this report shows if any unexpected expenditures would have to be stood by the Water District on ef our commitments will have to be postponed.

JW:aml

Joe Wagner, Supt

PARKROSE WATER DISTRICT
10424 N. E. FREMONT STREET
PORTLAND 20, OREGON
PHONE ALPINE 2-1487

April 17, 1958

Mr. Forrest Cooper
Deputy State Highway
Engineer,
Salem, Oregon.

Dear Sir:

Reply is made to your letter of April 15, 1958 concerning the cost of relocation on N.E. 82nd Avenue, where State and County contemplate construction of the airport street connection.

At the present time we feel that we are not financial able of taking care of the cost involved caused by the construction of the Airport street connection as our finances are all allocated for this coming year.

Very truly yours,

Joe Wagner

Joe Wagner, Supt.

JW:aml

RECEIVED
APR 1 [illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 17 1958
FOR FILING

April 15, 1958

142

Mr. Joe Wagner, Superintendent
Parkrose Water District
10424 N. E. Fremont Street
Portland 20, Oregon

Dear Sir:

Reply is made to your letter of April 3 concerning the cost of relocation of your water mains in the area of N. E. 82nd Avenue where the State and County contemplate construction of the Airport-Alberta Street connection.

We wish to direct your attention to the fact that the Water District in placing its lines on public property receives great advantage in construction costs in that they do not have to incur right-of-way charges. It is the feeling and policy of the Commission that service has been rendered to the Water District in that regard and that the cost of revision of water facilities is not a true roaduser charge. For these reasons, it asks that revisions be made by the water districts.

We attach hereto prints showing revised plans as of this date indicating very minor costs which will accrue to the District due to the construction of this facility. They consist of removal of one fire hydrant and the cutting and capping of an eight-inch main and replacing it on the structure when completed. Please advise if it is within the financial means of your District to take care of these charges.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:ar fn

...RKROSE WATER DISTRICT
10424 N. E. FREMONT STREET
PORTLAND 20, OREGON
PHONE ALPINE 2-1487

April 3, 1958

REFERRED TO Cooper
State Highway Engineer
Whats the Score?

State Highway Dept
Salem, Oregon

Attention: W.C. Williams

PLEASE RETURN TO FORREST COOPER

Sir:

We are contacting you in regards of relocating water mains to comply with the proposed under-pass at N.E. 82nd Avenue and N.E. Killingsworth Avenue, whereby the State Highway Dept has acquired a new right of way for the proposed project. Also included our eight homes and a machine shop that will have to be removed from right of way.

This right of way will dead-end N.E. Sumner Street, and we will have to re-route our water main south to N.E. Webster Street then west on N.E. Webster to N.E. 82nd Avenue.

We have submitted to your department % Mr. Curtis Baker, plans showing the proposed re-routing of water mains so as to comply with the project. At this same time we submitted to Mr. Baker the estimate cost of re-location of water mains.

We have received a telephone call from Mr. Baker on March 31, 1958 that the State Highway Dept will not reimburse us. At this time we are appealing to you for a final decision in writing because we feel the State Highway Dept is not only causing us an injustice by not agreeing to reimburse us for re-location of water mains, and, we have not as yet recovered the initial cost of installing the present water mains and are also loosing the revenue of nine customers by the proposed project. Therefore we feel that the State Highway Dept should at least reimburse us for relocating the water mains.

This project is putting a financial burden on us as we have no other way of recovering the cost involved. If your decision is not in favor of reimbursing us then the only alternative is to turn this problem over to our legal department for their opinion or a court decision. Please advise us of your decision as soon as possible so we can get started of re-routing the water lines as we do not want to hold up the construction after the Contracts are let.

Give this your immediate attention and if more information is needed we will be very happy to meet with your representatives.

Sincerely yours,

Joe Wagner

Joe Wagner, Supt.

JW:aml

RECEIVED
APR 4 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 20 1958
FOR FILING

(3-11)
11-2-4(a)
5240

May 14, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Re: Right-of-way Project Agreement
Oregon Project Ui-364 (1)
Airport-Alberta Street Section

Replying to your letter of April 28 relative to the above matter, a review of our plans in this area has been made, and, due to the length of blocks east of 82nd Avenue along N. E. Sumner Street and N. E. Webster Street, it is felt that the present plans serve this area much better than a cul-de-sac on Sumner Street would do.

These blocks are 1,100 feet long, and a cul-de-sac at the end of Sumner Street would require this traffic to drive an extra distance of nearly one-half mile to 82nd Avenue and would have a tendency to double the traffic on Webster Street. Neither Webster Street nor Sumner Street extend east of the crossroad 1,100 feet east of 82nd Avenue, so only the traffic originating on these streets usesthem at present.

Doubling the traffic on Webster Street by the routing of the Sumner Street traffic through this area would create more of a hazard from the standpoint of children than permitting each street to have a direct access into 82nd Avenue.

The additional $15,000 right-of-way cost mentioned is right of way that will be required eventually for the extension of the 82nd Avenue freeway to the south, so cannot be entirely charged to this connection.

I trust the foregoing is sufficient information to permit you to take action on the project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DJB:fp me
cc Mr. Tom Edwards

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

May 14, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project US-364(2), Airport-Alberta Street Section, 82nd Avenue and Cascade Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and our receipt of executed copies of the State-Railroad agreement.

Referred to Merchant

This approval is given subject to your furnishing us with satisfactory evidence that the Railroad Co. does have definite plans for future shifting of the tracks within the limits of the railroad structure. This is required as justification for the extra cost involved in providing additional beams in the structure to accomodate relocation of tracks.

Please furnish the usual copies of an encroachment resolution by the city of Portland covering the proposed construction.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
Acting Division Engineer

DS-381(1) #5241	Milton Cr. Br. on Columbia Blvd. (Yankton Rd.) in city of St. Helens	1958

Jui. 199
Mai 348

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

INVOICE NUMBER 64432

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4/[illegible]/60	OC 5/1	

CREDIT DISTRIBUTION

50[illegible]27

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

[illegible] County
St. Helens
Oregon

Attn: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Milton Creek (St. Helens) Bridge, FAS 816, covered by agreement dated 6/11/58	NOTED C. G. SWENSON		
Original advance deposit	$1,491.54		
Less amt. previously transferred	991.54		
Balance in advance deposit			$500.00
County share costs as per attached statement	$1,350.37		
Less amount previously transferred	991.54		
Balance			358.83
To be retained			$141.17

ACKNOWLEDGED REQUEST

By [illegible]

A-150 (REVISED 12-59)

NOTED
V. R. JONES

NOTED
C. G. SWENSON

July 16, 1959

NOTED
Harold C. Ayers

Hon. John W. Whipple
Columbia County Judge
Courthouse
St. Helens, Oregon

Dear Judge Whipple:

Final costs are now available for the Milton Creek (St. Helens) Bridge on FAS 816 and, as shown in the attached cost statement, a refund of $141.17 is due the county.

As per your previous request, this refund will be retained and applied towards the advance deposit which will be required for the Pittsburg-Spitzenberg project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

Completed 2/3[illegible]

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Columbia Contract No. 5241 Date 7/15/5[illegible]

FAS 816 Section Milton Creek (St. Helens) Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached statement				$26,836.58
Construction Engineering				1,982.16
TOTAL CONSTRUCTION COSTS				$28,818.74
FEDERAL FUNDS COLLECTED FOR PROJECT.				$
"F" Funds				$21,318.
"L" Funds				4,[illegible] $26,118.

AGREED COUNTY SHARE TOTAL COST.
(5% of difference between total cost [illegible] Federal funds)

($28,818.74 - $26,118) x 1.0 [illegible] $ 1,3[illegible].37

County Advance Deposit [illegible]
Less County Share Cost [illegible]

REFUND DUE COUNTY . . . . . $ 141.17

JFH:mm

Item	Unit	Unit Price	Total Quantities	Total Amount
1. Structural excavation	c.y.	12.50	103.42	1,292.75
2. Class "A" concrete	c.y.	59.00	248.30	14,649.70
3. Metal reinforcement	lb.	.13	59,631	7,752.03
4. Metal handrail	l.f.	10.00	263.5	2,635.00
5. Remove existing abutments	all	750.00	all	750.00
6. 6" metal drain pipe	l.f.	3.00	16.5	49.50
			Total	25,838.58

RECEIVED
MAR 11 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Feb. 26, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
52\1	6-Final	Erick Enquist	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4051	H 23723\4	$1,999.15	2/26/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. P. Winchcomb
ACCOUNTING DIVISION

Specified completion date: 80 workdays from (to be determined)

Time Extensions: None

Completion Date: Jan. 30, 1959

Date Accepted: Mar. 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 6, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Secretary

Warrant Mailed MAR 6 1959

NOTED ON CARD

RECEIVED
FEB 16 1959
FOR FILING

Feb. 13, 1959

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5241, for Milton Creek Bridge in the City of St. Helens, on the Columbia Boulevard (Yankton Road) in Columbia County was completed by the contractor, Erick Enquist, on Jan. 30, 1959, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,999.15 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $26,836.58, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By: C. W. Head
Assistant Secretary

cc

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-361(1)

MILTON CREEK (ST. HELENS) BRIDGE ON THE

YAMHILL ROAD IN COLUMBIA COUNTY

5241

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code X021
Milton Creek Bridge (Sta. 3+43 to Sta. 4+63) (Contract No. 5241)

Structural Excavation	70 cu. yds.	$12.50	$ 875.00
Class "A" Concrete	247 cu. yds.	59.00	14,573.00
Metal Reinforcement	59,600 lbs.	0.13	7,748.00
Metal Handrail	263.5 lin.ft.	10.00	2,635.00
Remove Existing Abutments	All Required		750.00
8-inch Metal Drain Pipe	30 lin.ft.	3.00	90.00
	Subtotal		$26,671.00
	10% Engr. & Cont.		2,667.10
	Total		$29,338.10

Length of Structure. . . . . 0.023 Mile

Federal "BS" Funds	$21,800.00
Federal "LS" Funds	4,600.00
State Funds	1,469.05
County Funds	1,469.05
	$29,338.10

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939

Note: Necessary funds have been deposited by Columbia County with the Highway Department.

FORM E-123 SH 4-56

RECEIVED
JUL 23 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5241

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 22, 1958

Erick Enquist
P. O. Box 747
Troutdale, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5241, awarded July 3, 1958, for Milton Creek Bridge on Columbia Blvd. (Yankton Road) in the City of St. Helens in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

NOTED
Harold C. Ayers

July 21, 1958

NOTED
John F. Hagemann

Hon. John W. Whipple
Columbia County Judge
Courthouse
St. Helens, Oregon

Dear Judge Whipple:

The statute governing transfer of jurisdiction of a county road within an incorporated city from county to city is ORS 373.270.

I checked with our bridge division re the Milton Creek (St. Helens) Bridge and was advised that the contractor began removing the old bridge abutments last week.

FAS 816

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Form A-150

INVOICE

NOTED
Harold C. Ayers

Oregon State Highway Department

SALEM, OREGON

NOTED
V. R. JONES

Columbia County

NOTED
John [illegible]

Invoice No. 56331

Date July 7, 1958

Your Req. No.

Billing Request No. CC-422

Credit Distribution. 505-1040-297

Advance deposit	$1,491.54
Partial transfer County's share total costs of the Milton Creek Bridge, FAS 816, covered by agreement dated June 1958	991.54
To be retained	$500.00

RECEIVED
JUL 8 1958
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

NOTED
[illegible]

Cash Received with Request: $.....

By .....

State Printing 4396

NOTED
Harold C. Ayers

July 7, 1958

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
[illegible] JONES

NOTED
John F. Hagemann

Gentlemen:

This is to acknowledge receipt of an advance deposit of $1,050 which with the $441.54 refund being retained makes a total deposit of $1,491.54 in connection with the Milton Creek (St. Helens) Bridge on FAS 816. Contract No. 5241 has been awarded to Erick Enquist for construction of this bridge and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. F. Hagemann
Asst. Engineer, County & City Relations

JFH:be

NOTED
C. G. SWENSON

LOUIS J. WASSER, COMMISSIONER
GOBLE

J. A. DAVIS, COMMISSIONER
VERNONIA

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE

ST. HELENS, OREGON

July 2, 1958

Mr. John F. Hagemann
Asst. County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Replying to your letter of June 19, 1958, enclosed herewith please find Columbia County Warrant No. 1667 as our advance deposit on Milton Creek (St. Helens) Bridge on FAS 816.

Please be advised that the city is rapidly removing the bridge, and I trust that the contract will be awarded and the contractor can start construction on or before July, 1958.

Yours very truly,

John W. Whipple
County Judge

JWW/cj

Enclosure

Columbia Co. warrant 1667 for $1050.00
To acctg Div. 7-3
F Emery

RECEIVED
JUL 3 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 3 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED

RECEIVED
JUL 17 1958
FOR FILING

July 3, 1958

Mr. Erick Enquist
P. O Box 747
Troutdale, Oregon

Dear Mr Enquist:

The State Highway Commission on June 19, 1958, accepted your proposal for the Milton Creek Bridge on Columbia Boulevard in the city of St Helens in Columbia County for the sum of $45,671.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have not been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No 5241.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

js

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tom Edwards
S H. Probert
R G. Savage (SIAC)
Ivan D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

...class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 3, 1958

Erick Enquist
Troutdale,
Oregon

Contract for Milton Creek Bridge on Columbia Boulevard in the city of St. Helens in Columbia County for which you submitted low bid on June 17, 1958, awarded you today. Contract forms follow shortly.

H B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

RECEIVED
JUL - 1958
FOR FILING

FORM E-30X—37,500—8-57—1477

52 31 W
5341

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1958

SUBJECT:

To: Mr. Cecil A. Gardner
O F F I C E

An advance deposit of $1050.00 has been received from Columbia County on the Milton Creek (St. Helens) Bridge, FAS 816.

This project is clear for award of contract.

C. G. Swanson
Engineer, County & City Relations

CGS:be

cc: C. S. Paxson

RECEIVED
JUL 7 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 8 - 1958
FOR FILING

Salem, Oregon
June 27, 1958

Mr. C. G. Swenson
City & County Relations Dept.,Engr.
O f f i c e

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Columbia County covering the Milton Creek (St. Helens) Bridge Section, BS-381(1), FAS 816.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Columbia County.

Secretary

rm
Attach: 5

RECEIVED
JUN 30 1958
FOR FILING

June 27, 1958

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing for the records and files of Columbia County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Columbia County covering the Milton (St. Helens) Bridge Section, BS-381(1), FAS 616.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

NOTED
Harold C. Ayers

June 19, 1958

NOTED

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
John F. Hagemann

Gentlemen:

A satisfactory bid was received on June 17 from Erick Enquist of Troutdale for constructing the Milton Creek (St. Helens) Bridge on FAS 816. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid items	$26,671.00
12-1/2% Eng'r. & contingencies	3,333.88
Estimated Total Costs.....	$30,004.88
Advance deposit of 5% =	$ 1,500.24
Less refund due on N. Fork Scappoose Cr. Br., Contract 4823	441.54
Cash Deposit.....	$ 1,058.70 or say $1,050

Please make this deposit by means of a check or warrant in the amount of $1,050 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Rec'd July 3, 1958
Deposit 505-1040
Contract No. 5241
JFH:[redacted]

John F. Hagemann
Asst. County and City Relations Engineer

NOTED
C. G. SWENSON

FORM E-30X—37,500—8-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1958

Mr. G. S. Paxson
O F F I C E

SUBJECT: FAS Projects Agreements

To:

Attached are three copies each of finance agreements covering the FAS projects listed below. Two copies of each of the agreements have been executed by the respective counties and are now ready for signature by the Highway Commission. These copies also require your signature of approval. The projects are as follows:

County	FAS	Section	Commission Approved
Benton	864	Luckiamute River (Hoskins) Bridge (DS proj.)	5/8/58
Columbia	816	Milton Creek (St. Helens) Bridge	2/17/58
Coos	252	Cooper Bridge, North Fork Coquille River	9/12/57
Jackson	273	Bybee Bridge-Gregory Road Section (DS proj.)	5/8/58
Linn	770	Albany Canal-Lebanon Junction	1/16/58
Union	488	North Powder-Davis Ranch	1/22/57
Washington	581	Fanno Creek Bridge. This is a DS project to be submitted to the Highway Commission for approval at the June 19-20 meeting.	

Also attached are six copies each of maintenance agreements covering each of the above projects. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 5, 1958

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Milton Creek (St. Helens) Bridge on FAS 816 upon which bids will be received June 17.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $35,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than June 13.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

NOTED
C. G. SWENSON

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 28, 1958

Hon. John W. Whipple
Columbia County Judge
Courthouse
St. Helens, Oregon

NOTED
John F. Hagemann

Dear Judge Whipple:

We plan to take bids on the Milton Creek (St. Helens) Bridge on FAS 816 on June 17. Our specifications will provide that the existing bridge will be removed by parties other than the contractor on or before July 15.

It would be appreciated if you would arrange with the city to have this bridge removed by that date; however, it is suggested that this removal be delayed until after we have determined whether or not a satisfactory bid is received on June 17.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
5/23/58

FAS 816, COLUMBIA COUNTY (DS FUNDS)

TERMINI: Bridge over Milton Creek located 0.1 mile west of the junction of FAS 816 with FAP Rte. 1. (Milton Creek (St. Helens) Bridge)

PROPOSED WORK: One reinforced concrete bridge 120' long.

PROJECT LENGTH: 0.023 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$35,000	$26,100	$1,700	$1,700 (Co.) $5.500 (L)

EXISTING FACILITY:
STRUCTURE: Steel pony truss 85' long on masonry abutments, H.C. 17'

ADJACENT SECTIONS:
EAST & WEST ENDS: P.C. Concrete 16' in width on 36' wide roadway with P.C. concrete sidewalks.

PROJECT DATA: Construct a reinforced concrete bridge 120' long, H.C. 30' on same location as existing bridge. Sidewalks 5' in width on both sides. County to construct road approaches as required to state standards.

ROW WIDTH: 60'.
MINIMUM DESIGN STANDARDS: No exceptions.

ACCESS CONTROL: None

RR XING: None

SYSTEM ACTION: Pending

UNUSUAL OR COMPLICATED SITUATIONS: None

PUBLIC HEARING: None required.

FAS 816 serves a densely populated small farm and suburban residential area. It is a mail and school bus route.

J. F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
G. SWENSON

RECEIVED
MAR [illegible] 1958
FOR FILES
FORM E-80X—87,000—8-57—1477

Sd-381(1)

5241

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1958

SUBJECT: Milton Creek (St. Helens) Bridge
FAS 816, Columbia County

To: Mr. Ivan Merchant
O F F I C E

L

There will be one revision in the subject named project from the description contained in the tabulation approved by the Highway Commission on 2/27/58.

The original tabulation provided that removal of the existing bridge would be included as part of the FAS project. This is to be revised so that the FAS project will be for the structure only with Columbia County responsible for removal of the existing bridge.

It is the county's plan to have the bridge removei by the city of St. Helens in exchange for turning the old steel truss over to the city for its use. When a desirable date for completion of the removal of the existing bridge has been established, the county should be notified.

John F. Hagemann
John F. Hagemann
Asst. Engr., County & City Relations

JFH:[redacted]

cc: Hon. John W. Whipple, Columbia County Judge
G. S. Paxson
A. G. Skelton

[illegible]
RECEIVED
MAR 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

COLUMBIA COUNTY
PROPOSED PROJECTS

FAS 567 - Oak Branch Creek Section, approximately 3 miles, $88,000. This section extends from the Nehalem State Highway (FAS 601) near Oak Branch Creek easterly as far as available funds will permit.

The proposed project is to reshape the existing shoulders and ditches, construct a 20' wide asphaltic concrete pavement over the existing 20' wide bituminous wearing surface, and construct crushed rock shoulders generally 4' in width. It may be necessary to reduce the shoulder width to 2' or 3' in some sections to avoid excessive grading quantities and some short sections may require additional base material prior to paving.

FAS 816 - Milton Creek Bridge, $35,000. This bridge is located in St. Helens at the crossing of Columbia Boulevard over Milton Creek. The existing bridge carries Highway Department bridge inventory number 13757 and was originally designed by the Highway Department.

The proposed project is to construct a new reinforced concrete structure with a roadway width conforming to the existing street width between sidewalks and with walks on each side. The FAS project will be for the structure only including removal of the existing bridge. The city of St. Helens, with County consent, plans to utilize the existing steel truss at another site and provisions should be made to salvage this truss and turn it over to the city. The street will be closed during bridge construction.

FAS 854 - Coon and Pebble Creek Bridges, $55,000. These bridges are located 0.4 and 0.8 mile south of the junction of FAS 854 with FAS 601 (Nehalem Highway) respectively. The existing Coon Creek Bridge carries Highway Department bridge inventory number 13681 and the existing Pebble Creek Bridge number 13682.

It is proposed to replace the existing 102' long untreated pile trestle bridge over Coon Creek with a reinforced concrete bridge on treated piling or a culvert and fill, whichever is the most economical. If a bridge is constructed it should have a 24' roadway. If a culvert and fill are constructed, the finished roadway width should be 28'. The proposed project at Pebble Creek is to replace the existing 155' long untreated pile trestle with a reinforced concrete structure on treated piling, having a roadway width of 24'. The FAS project will be for the structures only, including removal of the existing bridges. Columbia County will provide detours and construct road approaches as required.

The funds programmed above represent the presently estimated balance of fiscal years 1958 and 1959 FAS funds available to Columbia County and may be adjusted as final costs on projects presently under contract become available. The funds may also be adjusted between projects as required with the bridges to be constructed first.

Contracts cannot be awarded on these projects until after July 1, 1958, to permit County financing of its share from its next year's budget.

(58-b)
2/17/58
Comm approved 2/27/58

COLUMBIA COUNTY

FAS SYSTEM

April, 1956

Scale 0 1 2 3 4 5 6 Mi.

LEGEND

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

WASHINGTON

WAHKIAKUM CO.

COLUMBIA COUNTY

CLATSOP COUNTY

WASHINGTON COUNTY

CLARK COUNTY WASHINGTON

TILLAMOOK CO.

MULTNOMAH CO.

Mayger

Quincy

610

689

FA1

To Astoria

Marshland

Clatskanie

Delena

Beaver Cr.

COWLITZ

Columbia R.

604

567

CLATSKANIE

Apiary

Goble

Goble Cr.

Tide Cr.

Deer Island

Columbia City

ST. HELENS

601

Birkenfeld

Mist

NEHALEM RIVER

Oak Branch

Deer Cr.

Crooked Cr.

Pittsburg

Trenholm

Milton Cr.

Rock Cr.

Keasey

Vernonia

NEHALEM RIVER

612

Clear Cr.

To Summer Camp

To Buxton

Beaks Cr.

Crim Cr.

N. FORK NEHALEM

609

Spitzenburg

N. Scappoose Cr.

Warren

Scappoose

S. Scappoose Cr.

FA27

To Timber

To Hwy 6

Proposed Oak Branch Creek Section FAS 567

Proposed Milton Cr. to FAS 616

Proposed Crim Cr. & Public Cr. Rds. FAS 614

DS-361(2)	Flora Spur Sec. of the Flora Spur Co. Rd.	1958
#5242	(Oiling)	

RECEIVED
JUN 15 1959
FOR FILING

W. C. Williams

NOTE:
W. C. WILLIAMS May 27, 1959

FINAL COST ANALYSIS

Flora Spur Section
Contract No. 5242

Oiling
Contractor: J. F. Konen Construction Co.
Resident Engineer: Kenneth Berg

Flora Spur Road
Prefix No. 532-1026

A-1-36-1-(2)

5242

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Preparation of Base	2.68	Mile	82.50	81.05	217.24	221.10
2. Hauling & Placing 3/4"-0 Mat'l in Binder Course	280.9	Cu.Yd.	1.10	1.45	411.73	308.99
3. Hauling & Placing Aggregate	1,568.8	Cu.Yd.	1.10	1.08	1,695.48	1,725.68
4. MC-2 Asphalt	65.06	Ton	52.00	49.02	3,189.42	3,383.12
5. 120-150 Asphalt	123.53	Ton	49.90	47.73	5,896.74	6,164.15
6. RS-1 Asphalt	37.66	Ton	49.70	48.76	1,836.50	1,871.70
7. Sprinkling	10.5	M-Gal.	11.00	21.34	224.10	115.50
Force Account (State participation in flagging)					168.72	168.72
					$ 13,639.93	$ 13,958.96

Gross Revenue	$ 13,958.96
Total Cost	13,639.93
Net Profit	$ 319.03

Net Profit equals 2.28% of Gross Revenue

RECEIVED
JUN 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5242

Labor:				
Labor and Supervision			$ 2,290.81	
Labor Insurance and Health & Welfare			251.21	$ 2,542.02
Equipment Rental & Miscellaneous Supplies:				
Equipment Rental, Hired			1,229.63	
Gas, Oil, and Grease			221.33	
Move In			250.20	
Small Tools and Misc. Supplies			5.58	
Bond			104.68	
Home Office and General Overhead			76.26	1,887.68
Materials:				
RS-1 Asphalt	37.66 Ton	@ $40.00	1,506.40	
MC-2 Asphalt	65.06 Ton	@ $40.25	2,618.66	
120-150 Asphalt	123.53 Ton	@ $39.00	4,817.67	
Water	10.5 M/Gal.		162.50	
Crushed Rock Purchase			105.00	9,210.23
				$ 13,639.93

Remarks - Contract No. 5242

This was a "Federal Aid Secondary Project" consisting of the construction of 2.68 miles of type 0-11 oil mat wearing surface with binder course on the main highway roadbed and on connections on the Flora Spur Section of the Flora Spur County Road in Wallowa County.

This project was bid June 17, 1958, awarded July 7, 1958, and completed September 1, 1958.

The equipment and personnel of the Lone Pine Paving Company of Yakima, Washington moved onto the project and began shooting the binder on Thursday, August 15, 1958. The binder was completed on the following day.

The penetration asphalt (120-150) was laid from the first spread on Monday the 18th through the first seal on Wednesday. Shoulders were shaped Thursday morning. The final seal was placed on the following Monday. The cleanup work on the project was brought to completion on Saturday, August 30th.

The contractor made a small profit on this project. This was possibly due to methods of handling of hired equipment and personnel. Konen carried all the labor on his payroll, paid all the gas, oil, and grease and all expenses on this project. The hauling and handling costs were too great for the amount of the bid on items 2 and 3.

M. N. Juve
Chief Cost Analyst

By

G. K. Hanson

RECEIVED
1958

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 18, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5242	2 final	J. F. Kanen Construction Co., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
29298	H 231239	$ 847.66	12/18/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Nelsenhaus

ACCOUNTING DIVISION

Specified completion date: 45 workdays from July 17, 1958

Time Extensions: None

Completion Date: Sept. 1, 1958

Date Accepted: Sept. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Dec. 19, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Young
~~Highway Engineer~~
Secretary

Warrant Mailed: DEC 19 1958

NOTED ON CARD

RECEIVED
DEC 2 1958
FOR FILING

5242

Dec. 1, 1958

U. S. Fidelity and Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5242, for oiling on the Flora Spur Section of the Flora Spur Road in Wallowa County was completed by the contractor, J. F. Kones Construction Co., Inc., on Sept. 1, 1958, and was formally accepted by the Highway Commission on Sept. 11, 1958.

Final payment in the amount of $847.66 will be released to the contractor on or after Dec. 11, 1958. The total contract amount is $13,958.96, of which amount $168.72 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
SEP 9 - 1958
FOR FILING

5242

September 9, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 1, 1958, on Contract No. 5242, Flora Spur Section, in Wallowa County, in connection with Federal Aid Project No. DS-361(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pearson
Assistant State Highway Engineer

DBP:bb
cc: Clarence G. Swanson

Form E-1—10M—7-57

OREGON STATE HIGHWAY DEPARTMENT

(J 3)(2)
524a

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 30, 19 58

Section Flora Spur

Highway Flora Spur Rd. County Wallowa

Contractor J. F. Konen Constr. Co.

Date of contract July 7, 1958

Date work started Aug. 14, 19 58

Project authorization . . . . . $ 15,589.01
Exclusive of engineering . . . . $ 14,480.46

Kind of work Oiling

Section prefix 532-1026

Contract number 5242

Specified work days 45

Work days used 12

Per cent of time elapsed 27 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 14,000

Estimated per cent overrun or underrun . . . . . under . 6.3 %

Per cent of contract completed, based on total contract price . . . . . 101 %

Engineering authorization . . . . $ 1108.55

Engineering cost to date $ 600, 54 %

Date project was completed 9 - 1, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final seal was placed on roadbed Monday and on some approaches Tuesday morning. Cleanup work was brought to completion on Saturday. Mr. Parson inspected project Friday.
This will be the last weekly report.

Noted
M. N. Juve

NOTED

CONSTRUCTION DIVISION
RECEIVED
SEP - 2 1958
NOTED-- CE ACE ACE COE

Signed [signature]

Address La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 8148

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				2.68	
Miles partially completed					
Miles completed				2.68	
Total estimated quantities (contract)				2040 cy 216 tons	
Total quantities corrected to date				1850 cy 227 tons	
Estimated quantities moved or placed to date				1850 cy 227 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				12 hr.(	
Average force on project for week				14	
Men				5	
Supervision				1	
Men and trucks under 3 tons					
Men and trucks over 3 tons				5	
Men and tractors				3	

Equipment used during week: Shovels ....., Power graders ...1....., Rollers ...1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....loader. . . .., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Oregon State Highway Department

Federal Aid Secondary
Project DS-361(2)

FLORA SPUR SECTION OF THE FLORA

SPUR ROAD IN WALLOWA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, August 14, 1958

Type Code 5231
Roadway (Sta. 0+10 to Sta. 141+61)(Contract No. 5242)

Preparation of Base	2.680 miles	$ 82.50	$ 221.10
Hauling and Placing 3/4" - 0 Material in Binder Course	340 cu.yds.	1.10	374.00
Hauling and Placing Aggregates	1,700 cu.yds.	1.10	1,870.00
MC-2 Asphalt	56 tons	52.00	2,912.00
120-150 Asphalt	124 tons	49.90	6,187.60
RS-1 Asphalt	36 tons	49.70	1,789.20
Sprinkling	6 M-Gal.	11.00	66.00
Hauling and Placing 3/4" - 0 Material in Shoulders	170 cu.yds.	1.10	187.00
	Subtotal		$ 13,606.90
	10% Engr. & Cont.		1,360.69
	Total		$ 14,967.59

Length of Roadway . . . . . 2.680 Miles
Cost of Roadway Per Mile $5,584.92

Federal "DS" Funds	$11,100.00
Federal "LS" Funds	2,300.00
State Funds	783.75
County Funds	783.84
	$14,967.59

State Funds For Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Wallowa County with the Highway Department.

FORM E-128 SM 4-58

RECEIVED
AUG 1 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5242

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 31, 1958

J. P. Konen Construction Co., Inc.
715 [illegible] St.
Lewiston, Idaho

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5242, awarded July 7, 1958, for Oiling on the Flora Spur Section of the Flora Spur Road in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIV
JUL 17 19
R. Fl...
3242

July 7, 1958

J. F. Kosen Construction Co., Inc.
715 D Street
Lewiston, Idaho

Gentlemen:

The State Highway Commission on June 19, 1958, accepted your proposal for oiling on the Flora Spur Section of the Flora Spur County Road in Wallowa County, for the sum of $13,606.90 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5242.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder and Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

...ervice desired,
...e this message will be
sent as a fast telegram
TELEGRAM
DAY LETTER
NIGHT LETTER

$
S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired, otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHORE-SHIP

NO. WDS	CL. OF SVC.	PD OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 7, 1958

J. F. Konen Const. Co., Inc.
715 D Street
Lewiston, Idaho

Gentlemen:

Contract for Flora Spur section of Flora Spur County Road, Wallowa County for which you submitted low bid on June 17, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

llc
cc: Accounting (5003-900)
C. W. Head
Files

RECEIVED
JUL 1 - 1958
FOR FILING

June 30, 1958

County Court of Wallowa County
Court House
Enterprise, Oregon

Gentlemen:

We are enclosing for the records and files of Wallowa County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Wallowa County covering the Flora Spur Section of FAS 697 in Wallowa County.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By_____
Floyd Query, Assistant Secretary

rm
Enc. 2

BF-124(14) Hooskanaden Cr.-Thomas Cr. Sec. of Oregon Coast Hwy. (Grading) 1958

#5243

RECEIVED
NOV 6 - 1968

Theodore Bruno, Member
Portland
BF-124(14)
124

November 4, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are forwarding three copies of final voucher for the following bond-financed Federal-Aid Project:

BF-124(14) Boostmondau Cr.-Thomas Cr. Section $8,495.85

This voucher is being submitted for reimbursement as sufficient bond maturity payments have been made by the State to cover this cost, in addition to bond-financed projects submitted to you for reimbursement previously.

This project has been previously submitted on October 29, 1965, September 7, 1966 and August 25, 1967 as progress vouchers for partial reimbursement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

CL:bb
cc: R. L. Porter
F. B. Kiahne
R. N. Chase
C. H. Mainon

RECEIVED
AUG 30 1967

Fred M. Hill, Auditor

Hollis
BF-124(14)
5243

August 29, 1967

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are forwarding three copies of progress voucher for the following bond-financed Federal-Aid Project:

BF-124(14) Hoodsmoodan Cr.-Thomas Cr. Section $854,474.70

This voucher is being submitted for advance reimbursement in accordance with paragraph 2-c of PPM 21-9 to aid in the retirement of bonds which will mature and be paid on November 1, 1967. The bonds maturing at that date will cover this project in addition to bond-financed projects submitted to you for reimbursement previously.

This project has been previously submitted on October 29, 1965 and September 7, 1966 as progress vouchers for partial reimbursement.

We request that payment for this progress voucher be made at the earliest date possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:bb

cc: R. L. Porter
F. B. Klaton
E. H. Chase
C. H. Nelson

RECEIVED
SEP 20 1966

FOR FILING

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 15, 1966

In reply refer to: 08-35.5/120

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

SUBJECT: Federal-Aid Project BF-124(14)
Voucher No. 2 - Progress
Bond Maturity Payment

The above referenced voucher has been approved for payment in the amount submitted of $925,200.00.

NOTED
R. L PORTER

Orig to Parsons 9.16.66
Copy to Young 9.19.66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X BOM 4-62

RECEIVED
SEP 13 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

BF-124 (14)

E14.2

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding three copies of progress voucher for the following bond-financed Federal-Aid Project:

BF-124(14)	Hooskanaden Cr.-Thomas Cr. Section	$925,200.00

This voucher is being submitted for advance reimbursement in accordance with paragraph 2-C of PPM 21-9 to aid in the retirement of bonds which will mature and be paid on November 1, 1966. The bond maturing at that date will cover this project in addition to bond-financed projects submitted to you for reimbursement previously.

This project was previously submitted on October 29, 1965 as a progress voucher for partial reimbursement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: R. L. Porter
F. B. Klaboe
R. N. Chase
C. H. Maison

RECEIVED
SEP 27 1965
FOR FILING

STATE COPY

Project report number
BF-124(14)

FORM PR-2A (8-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

7125

5243

State	Oregon
County	Curry
Project number	BF-124(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 16, 1960, is hereby modified as follows:

Revised estimated total cost of project $ _____

Revised Federal funds $ _____

Other revisions

Modified to identify the bond issues for this project.

(See sheet attached).

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of September, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By _____
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

BOND ISSUES

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Bond Indebtedness Laws: Chap. 491, Laws 1951; Chap. 20, Laws 1953; Chap. 22, Laws 1957; Chap. 354, Laws 1957.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon Laws Chap. 491, Laws 1951

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	10,000,000	Mar. 1, 1953	Mar. 1, 1954

Oregon Laws Chap. 20, Laws 1953

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$32,000,000	Sept. 1, 1953	Sept. 1, 1954

Oregon Laws Chap. 22, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$ 8,000,000	Nov. 1, 1957	Nov. 1, 1960

Oregon Laws Chap. 354, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$12,600,000	Nov. 1, 1957	Nov. 1, 1960

July 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate as a basis for modification of Project Agreement to include the bond maturity dates and amounts for the Hooskanaden Creek-Thomas Creek Section, Project No. BF-124(14).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:cd

cc: C. H. Maison

Oregon State Highway Engineer

Federal-Aid
Project No. BF-124(14)

HOOSKANADDY CREEK-THOMAS CREEK SECTION OF

THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Revised estimate as a basis for modification of project agreement to include the bond maturity dates and amounts. Based on low bid prices.)

Salem, Oregon, July 26, 1965

Type Code 4.E.

Preliminary Engineering	All Required		$ 30,000.00

Type Code 0010
Roadway (Sta. 827+50 to Sta. 1019+31)(Contract No. 5243)

Clearing and Grubbing	All Required		$ 125,000.00
Drainage Excavation, Unclass.	24,600 cu.yd.	2.50	61,500.00
Embankment Foundation, Unclass.	164,000 cu.yd.	0.45	73,800.00
General Excavation, Unclass.	4,115,000 cu.yd.	0.38	1,563,700.00
Short Overhaul	9,597,000 yd.sta.	0.01	95,970.00
Long Overhaul	183,000 C-yd.sta.	0.40	73,200.00
Sprinkling	1,000 M-gal.	3.00	3,000.00
Finishing Roadbed and Slopes	3.21 miles	1000.00	3,210.00
Rounding Cutbanks	19,000 l.ft.	0.15	2,850.00
18-inch Asbestos Protected Corrugated Metal Pipe	1,300 l.ft.	5.20	6,760.00
24-inch Asbestos Protected Corrugated Metal Pipe	1,150 l.ft.	8.00	9,200.00
36-inch Asbestos Protected Corrugated Metal Pipe	70 l.ft.	15.00	1,050.00
42-inch Asbestos Protected Corrugated Metal Pipe, 8 Gage, Protected Invert	360 l.ft.	27.00	9,720.00
72-inch Asbestos Protected Corrugated Metal Pipe, 8 Gage, Protected Invert	300 l.ft.	50.00	15,000.00
24-inch Half Circle Corrugated Metal Pipe	530 l.ft.	4.60	2,438.00
48-inch Half Circle Corrugated Metal Pipe	180 l.ft.	11.00	1,980.00
48" - 24" Half Circle Corrugated Metal Pipe Reducers	8 only	210.00	1,680.00
8-inch Perforated Metal Drain Pipe	24,400 l.ft.	1.90	46,360.00
12-inch Perforated Metal Drain Pipe	2,200 l.ft.	3.00	6,600.00
18-inch Perforated Metal Drain Pipe	16,200 l.ft.	4.10	66,420.00
Special Backfill in Drains	13,000 cu.yd.	5.10	66,300.00

42-inch Asbestos Protected Elliptical Inlets	1	only	220.00	$ 220.00
78-inch Structural Plate Pipe, 10/1 gage, 4 Bolt, 4 Skew	360	l.ft.	70.00	25,200.00
78-inch Structural Plate Pipe, 8/1 gage, 4 Bolt	130	l.ft.	75.00	9,750.00
78-inch Structural Plate Pipe, 5/1 gage, 4 Bolt	90	l.ft.	82.00	7,380.00
78-inch Structural Plate Pipe, 3/1 gage, 4 Bolt	106	l.ft.	87.00	9,222.00
78-inch Structural Plate Pipe, 1/1 gage, 4 Bolt	160	l.ft.	88.00	14,080.00
78-inch Structural Plate Pipe, 1/1 gage, 6 Bolt	260	l.ft.	92.00	23,920.00
90-inch Structural Plate Pipe, 10/1 gage, 4 Bolt, 2 Skew	50	l.ft.	81.00	4,050.00
90-inch Structural Plate Pipe, 8/1 gage, 4 Bolt	54	l.ft.	85.00	4,590.00
90-inch Structural Plate Pipe, 5/1 gage, 4 Bolt	35	l.ft.	95.00	3,325.00
90-inch Structural Plate Pipe, 3/1 gage, 4 Bolt	52	l.ft.	100.00	5,200.00
90-inch Structural Plate Pipe, 1/1 gage, 4 Bolt	80	l.ft.	102.00	8,160.00
96-inch Structural Plate Pipe, 10/1 gage, 4 Bolt, 4 Skew	290	l.ft.	86.00	24,940.00
96-inch Structural Plate Pipe, 8/1 gage, 4 Bolt	70	l.ft.	91.00	6,370.00
96-inch Structural Plate Pipe, 7/1 gage, 4 Bolt	70	l.ft.	95.00	6,650.00
96-inch Structural Plate Pipe, 5/1 gage, 4 Bolt	70	l.ft.	105.00	7,350.00
96-inch Structural Plate Pipe, 3/1 gage, 4 Bolt	70	l.ft.	110.00	7,700.00
96-inch Structural Plate Pipe, 1/1 gage, 4 Bolt	106	l.ft.	115.00	12,190.00
96-inch Structural Plate Pipe, 1/1 gage, 6 Bolt	330	l.ft.	120.00	39,600.00
Class "A" Concrete	1,000	cu.yd.	75.00	75,000.00
Metal Reinforcement	84,000	lbs.	0.16	13,440.00
Concrete Inlets, Type D	8	only	115.00	920.00
Type 2 Fence	1,300	rods	7.00	9,100.00
14' x 48" Metal Gates	5	only	90.00	450.00
16' x 48" Metal Gates	2	only	100.00	200.00
				$2,554,745.00
Anticipated Slide Removal	All	Required		300,000.00
Seeding and Mulching	All	Required		30,000.00
Horizontal Drains	All	Required		18,000.00

Subtotal	$2,902,745.00
10% Engr. & Cont.	290,274.50
Total	$3,193,019.50

Type Code X032
Thomas Creek Bridge (Sta. 1010+05 to Sta. 1019+62)(Contract No. 5656)

Shoring, Cribbing, Etc.	All required		$ 17,750.00
Structural Excavation	2,300 cu.yd.	7.00	16,100.00
Structural Excavation Below Elevation Shown	100 cu.yd.	25.00	2,500.00
Drill Anchor Bolt Holes	210 l.ft.	15.00	3,150.00
Furnish 10" BP 42# Steel Piling	9,180 l.ft.	3.50	32,130.00
Drive Steel Piles	236 only	75.00	17,700.00
Splice Steel Piles	30 only	40.00	1,200.00
Class "A" Concrete (2,276 cu.yd.)	All required		160,000.00
Metal Reinforcement (345,300 lbs.)	All required		54,020.00
Structural Steel (Carbon)	2,390,000 lbs.	0.2474	598,812.00
Structural Steel (Alloy)	82,000 lbs.	0.2474	202,868.00
Chrome Alloy Castings	2,100 lbs.	2.16	4,536.00
Metal Parapet Railing	1,925 l.ft.	5.00	9,625.00
Treated Lumber in Place	7.5 M-FBM	500.00	4,350.00
8-inch Metal Drain Pipe	60 l.ft.	3.50	210.00
			$1,114,951.00
Strip Overburden	All Required		12,000.00
Subtotal			$1,126,951.00
10% Engr. & Cont.			112,695.00
Total			$1,239,646.00

Length of Roadway - - - - - - - - - - - - 3.204 miles
Length of Structure - - - - - - - - - - - 0.181 mile
Total Length - - - - - - - - - - - - 3.385 miles
Cost of Roadway per mile - - - - - - - - $996,572.87

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 30,000.00	$ 18,000.00	$ 12,000.00
Roadway	3,193,019.50	1,976,000.00	1,217,019.50
Structure	1,239,646.00	750,000.00	489,646.00
	$ 4,462,665.50	$ 2,744,000.00	$ 1,718,665.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap 529, Laws 1939.

Bond Indebtedness Laws: Chap. 491, Laws 1951; Chap. 20, Laws 1953; Chap. 22, Laws 1957; Chap. 354, Laws 1957.

State Funds for Maint: Chap. 529, Laws 1939.

Oregon Laws Chap. 491, Laws 1951

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	10,000,000	Mar. 1, 1953	Mar. 1, 1954

Oregon Laws Chap. 20, Laws 1953

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$32,000,000	Sept. 1, 1953	Sept. 1, 1954

Oregon Laws Chap. 22, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$ 8,000,000	Nov. 1, 1957	Nov. 1, 1960

Oregon Laws Chap. 354, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$12,600,000	Nov. 1, 1957	Nov. 1, 1960

S.P.R.P.No. 5234 6-16-60 A

RECEIVED
6-7-60
FILING

Monthly Progress Report No.

Project Report No. BF-124(14)

5234 5-43

Form 1-2 (9-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State Oregon

County Curry

Project No. BF-124(14)

JUN 16 1960

REGIONAL OFFICE

FEDERAL-AID PROJECT AGREEMENT

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

So. end BF-124(13) to No. end BF-124(12)
(Hooskanaden Cr. - Thomas Cr. Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering	5-21-57	----
Rights-of-Way		
Construction	5-14-58	3.4
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 4,462,666	$ 2,744,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
Deputy State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. C. Polk
Division Engineer

By: _____
R. C. Wright
Administrative Manager

Date executed by Division Engineer June 16, 1960

USComm-DC 40257

June 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Hooskanaden Creek-Thomas Creek Section, Project No. BF-124(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

May 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Hooskanaden Creek-Thomas Creek Section, Project No. BF-124(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:ia

Oregon State Highway Department

Federal Aid
Project No. BF-124(14)

HOOKANOOEN CREEK-THOMAS CREEK SECTION OF

THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 11, 1960

Type Code P.E.			
Preliminary Engineering	All Required		$30,000.00
Type Code 0010			
Roadway (Sta. 827+50 to Sta. 1019+31)(Contract No. 5243)			
Clearing and Grubbing	All Required		$125,000.00
Drainage Excavation, Unclassified	24,600 cu.yd.	$2.50	61,500.00
Embankment Foundation, Unclassified	164,000 cu.yd.	0.45	73,800.00
General Excavation, Unclassified	4,115,000 cu.yd.	0.38	1,563,700.00
Short Overhaul	9,597,000 yd.sta.	0.01	95,970.00
Long Overhaul	183,000 C-yd.sta.	0.40	73,200.00
Sprinkling	1,000 M-gal.	3.00	3,000.00
Finishing Roadbed and Slopes	3.21 miles	1,000.00	3,210.00
Rounding Cutbanks	19,000 lin.ft.	0.15	2,850.00
18 Inch Asbestos Protected Corrugated Metal Pipe	1,300 lin.ft.	5.20	6,760.00
24 Inch Asbestos Protected Corrugated Metal Pipe	1,150 lin.ft.	8.00	9,200.00
36 Inch Asbestos Protected Corrugated Metal Pipe	70 lin.ft.	15.00	1,050.00
42 Inch Asbestos Protected Corrugated Metal Pipe, 8 Gage, Protected Invert	360 lin.ft.	27.00	9,720.00
72 Inch Asbestos Protected Corrugated Metal Pipe, 8 Gage, Protected Invert	300 lin.ft.	50.00	15,000.00
24 Inch Half Circle Corrugated Metal Pipe	530 lin.ft.	4.60	2,438.00
48 Inch Half Circle Corrugated Metal Pipe	180 lin.ft.	11.00	1,980.00
48" - 24" Half Circle Corrugated Metal Pipe Reducers	8 only	210.00	1,680.00
8 Inch Perforated Metal Drain Pipe	24,400 lin.ft.	1.90	46,360.00
12 Inch Perforated Metal Drain Pipe	2,200 lin.ft.	3.00	6,600.00
18 Inch Perforated Metal Drain Pipe	16,200 lin.ft.	4.10	66,420.00
Special Backfill in Drains	13,000 cu.yd.	5.10	66,300.00
42 Inch Asbestos Protected Elliptical Inlets	1 only	220.00	220.00

78 Inch Structural Plate Pipe, 10/1 gage, 4 Bolt, 4 Skew	360 lin.ft.	$70.00	$ 25,200.00
78 Inch Structural Plate Pipe, 8/1 gage, 4 Bolt	130 lin.ft.	75.00	9,750.00
78 Inch Structural Plate Pipe, 5/1 gage, 4 Bolt	90 lin.ft.	82.00	7,380.00
78 Inch Structural Plate Pipe, 3/1 gage, 4 Bolt	106 lin.ft.	87.00	9,222.00
78 Inch Structural Plate Pipe, 1/1 gage, 4 Bolt	160 lin.ft.	88.00	14,080.00
78 Inch Structural Plate Pipe, 1/1 gage, 6 Bolt	260 lin.ft.	92.00	23,920.00
90 Inch Structural Plate Pipe, 10/1 gage, 4 Bolt, 2 Skew	50 lin.ft.	81.00	4,050.00
90 Inch Structural Plate Pipe, 8/1 gage, 4 Bolt	54 lin.ft.	85.00	4,590.00
90 Inch Structural Plate Pipe, 5/1 gage, 4 Bolt	35 lin.ft.	95.00	3,325.00
90 Inch Structural Plate Pipe, 3/1 gage, 4 Bolt	52 lin.ft.	100.00	5,200.00
90 Inch Structural Plate Pipe, 1/1 gage, 4 Bolt	80 lin.ft.	102.00	8,160.00
96 Inch Structural Plate Pipe, 10/1 gage, 4 Bolt, 4 Skew	290 lin.ft.	86.00	24,940.00
96 Inch Structural Plate Pipe, 8/1 gage, 4 Bolt	70 lin.ft.	91.00	6,370.00
96 Inch Structural Plate Pipe, 7/1 gage, 4 Bolt	70 lin.ft.	95.00	6,650.00
96 Inch Structural Plate Pipe, 5/1 gage, 4 Bolt	70 lin.ft.	105.00	7,350.00
96 Inch Structural Plate Pipe, 3/1 gage, 4 Bolt	70 lin.ft.	110.00	7,700.00
96 Inch Structural Plate Pipe, 1/1 gage, 4 Bolt	106 lin.ft.	115.00	12,190.00
96 Inch Structural Plate Pipe, 1/1 gage, 6 Bolt	330 lin.ft.	120.00	39,600.00
Class "A" Concrete	1,000 cu.yd.	75.00	75,000.00
Metal Reinforcement	84,000 lbs.	0.16	13,440.00
Concrete Inlets, Type D	8 only	115.00	920.00
Type 2 Fence	1,300 rods	7.00	9,100.00
14' x 48" Metal Gates	5 only	90.00	450.00
16' x 48" Metal Gates	2 only	100.00	200.00
			$2,554,745.00
Anticipated Slide Removal	All Required		300,000.00
Seeding and Mulching	All Required		30,000.00
Horizontal Drains	All Required		18,000.00

			Subtotal	$2,902,745.00
			10% Engr. & Cont.	290,274.50
			Total	$3,193,019.50

Type Code X032
Thomas Creek Bridge (Sta. 1010+05 to Sta. 1019+62)(Contract No. 5656)

Shoring, Cribbing, Etc.	All Required		$	17,750.00
Structural Excavation	2,300 cu.yd.	$7.00		16,100.00
Structural Excavation Below Elevation Shown	100 cu.yd.	25.00		2,500.00
Drill Anchor Bolt Holes	210 lin.ft.	15.00		3,150.00
Furnish 10" BP 42# Steel Piling	9,180 lin.ft.	3.50		32,130.00
Drive Steel Piles	236 only	75.00		17,700.00
Splice Steel Piles	30 only	40.00		1,200.00
Class "A" Concrete (2,276 cu. yds.)	All Required			160,000.00
Metal Reinforcement (345,300 lbs.)	All Required			54,020.00
Structural Steel (Carbon)	2,380,000 lbs.	0.2474		588,812.00
Structural Steel (Alloy)	820,000 lbs.	0.2474		202,868.00
Chrome Alloy Castings	2,100 lbs.	2.16		4,536.00
Metal Parapet Railing	1,925 lin.ft.	5.00		9,625.00
Treated Lumber in Place	7.5 M-FBM	580.00		4,350.00
8 Inch Metal Drain Pipe	60 lin.ft.	3.50		210.00
				$1,114,951.00
Strip Overburden	All Required			12,000.00
		Subtotal		$1,126,951.00
		10% Engr. & Cont.		112,695.00
		Total		$1,239,646.00

Length of Roadway 3.204 Miles
Length of Structure 0.181 Mile
Total Length 3.385 Miles
Cost of Roadway per Mile $996,572.87

SUMMARY OF FUNDS

Description	Total Length	Federal Funds	State Funds
Preliminary Engineering	$ 30,000.00	$ 18,000.00	$ 12,000.00
Roadway	3,193,019.50	1,976,000.00	1,217,019.50
Structure	1,239,646.00	750,000.00	489,646.00
	$ 4,462,665.50	$ 2,744,000.00	$ 1,718,665.50

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953; Chap. 2[illegible], laws 1957; Chap.354, laws 1957.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. BF-124(14)

HOOSKANADEN CREEK-THOMAS CREEK SECTION OF THE

OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon May 13, 1958

Type Code P.E.

Preliminary Engineering	All Required		$ 30,000.00

Type Code 0010
Roadway (Sta. 827+50 to Sta. 1019+31)

Clearing and Grubbing	All Required		130,000.00
Drainage Excavation, Unclassified	24,600 cu. yds.	3.00	73,800.00
Embankment Foundation Excavation, Unclassified	141,000 cu. yds.	.60	84,600.00
General Excavation, Unclassified	4,115,000 cu. yds.	.40	1,646,000.00
Short Overhaul	9,597,000 yd. sta.	.0075	71,977.50
Long Overhaul	183,000 C-yd. sta.	.35	64,050.00
Sprinkling	1,000 M-gal.	3.00	3,000.00
Finishing Roadbed and Slopes	3.21 miles	1,500.00	4,815.00
Rounding Cutbanks	19,000 lin. ft.	.18	3,420.00
18-inch Asbestos Protected Corrugated Metal Pipe	1,300 lin. ft.	5.50	7,150.00
24-inch Asbestos Protected Corrugated Metal Pipe	1,150 lin. ft.	8.00	9,200.00
36-inch Asbestos Protected Corrugated Metal Pipe	70 lin. ft.	16.50	1,155.00
42-inch Asbestos Protected Corrugated Metal Pipe, 8 Ga., Protected Invert	360 lin. ft.	19.50	7,020.00
72-inch Asbestos Protected Corrugated Metal Pipe, 8 Ga., Protected Invert	300 lin. ft.	55.00	16,500.00
24-inch Half Circle Corrugated Metal Pipe	530 lin. ft.	6.00	3,180.00
48-inch Half Circle Corrugated Metal Pipe	180 lin. ft.	20.00	3,600.00
48" - 24" Half Circle Corrugated Metal Pipe Reducers	8 only	225.00	1,800.00
8-inch Perforated Metal Drain Pipe	24,400 lin. ft.	2.00	48,800.00
12-inch Perforated Metal Drain Pipe	2,200 lin. ft.	3.50	7,700.00
18" Perforated Metal Drain Pipe	16,200 lin. ft.	5.00	81,000.00
Special Backfill in Drains	13,000 cu. yds.	6.00	78,000.00
42-inch Asbestos Protected Elliptical Inlets	1 only	250.00	250.00
78-inch Structural Plate Pipe, 10/1 Gage, 4 Bolt, 4 Skew	360 lin. ft.	60.00	21,600.00

78-inch Structural Plate Pipe, 8/1 Gage, 4 Bolt	130 lin. ft.	65.00	8,450.00
78-inch Structural Plate Pipe, 5/1 Gage, 4 Bolt	90 lin. ft.	75.00	6,750.00
78-inch Structural Plate Pipe, 3/1 Gage, 4 Bolt	106 lin. ft.	82.00	8,692.00
78-inch Structural Plate Pipe, 1/1 Gage, 4 Bolt	160 lin. ft.	86.00	13,760.00
78-inch Structural Plate Pipe, 1/1 Gage, 6 Bolt	260 lin. ft.	90.00	23,400.00
90-inch Structural Plate Pipe, 10/1 Gage, 4 Bolt, 2 Skew	50 lin. ft.	70.00	3,500.00
90-inch Structural Plate Pipe, 8/1 Gage, 4 Bolt	54 lin. ft.	75.00	4,050.00
90-inch Structural Plate Pipe, 5/1 Gage, 4 Bolt	35 lin. ft.	85.00	2,975.00
90-inch Structural Plate Pipe, 3/1 Gage, 4 Bolt	52 lin. ft.	92.00	4,784.00
90-inch Structural Plate Pipe, 1/1 Gage, 4 Bolt	80 lin. ft.	96.00	7,680.00
96-inch Structural Plate Pipe, 10/1 Gage, 4 Bolt, 4 Skew	290 lin. ft.	74.00	21,460.00
96-inch Structural Plate Pipe, 8/1 Gage, 4 Bolt	70 lin. ft.	78.00	5,460.00
96-inch Structural Plate Pipe, 7/1 Gage, 4 Bolt	70 lin. ft.	82.00	5,740.00
96-inch Structural Plate Pipe, 5/1 Gage, 4 Bolt	70 lin. ft.	88.00	6,160.00
96-inch Structural Plate Pipe, 3/1 Gage, 4 Bolt	70 lin. ft.	95.00	6,650.00
96-inch Structural Plate Pipe 1/1 Gage, 4 Bolt	106 lin. ft.	100.00	10,600.00
96-inch Structural Plate Pipe, 1/1 Gage, 6 Bolt	330 lin. ft.	103.00	33,990.00
Class "A" Concrete	1,000 cu. yds.	70.00	70,000.00
Metal Reinforcement	84,000 lbs.	.16	13,440.00
Concrete Inlets, Type "D"	8 only	75.00	600.00
Type 2 Fence	1,300 rods	5.50	7,150.00
14' x 48" Metal Gates	5 only	75.00	375.00
16' x 48" Metal Gates	2 only	85.00	170.00
			$ 2,634,453.50
Anticipated Slide Removal	All Required		300,000.00
Seeding and Mulching	All Required		30,000.00
Horizontal Drains	All Required		18,000.00
	Subtotal		$ 2,982,453.50
	10% Engr. & Cont.		298,245.35
	Total		$ 3,280,698.85

Length of Roadway.	3.210 miles
Length of Structure.	0.175 mile
Total Length	3.385 miles
Cost of Roadway per mile	$1,022,024.58

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
Preliminary Engineering	$ 30,000.00	$ 18,000.00	$ 12,000.00
Roadway	3,280,698.85	2,030,000.00	1,250,698.85
	$3,310,698.85	$ 2,048,000.00	$1,262,698.85

Oregon State Highway Department

Federal Aid
Project No. BF-124(14)

HOOSKANADEN CREEK-THOMAS CREEK SECTION

OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 20, 1958

Type Code P.E.			
Preliminary Engineering	All required	$	$ 30,000.00
Type Code 0010			
Roadway (Sta. 827+50 to Sta. 1019+31)			
Clearing and Grubbing	All Required	$	$130,000.00
Drainage Excavation, Unclassified	24,600 cu. yds.	3.00	73,800.00
Embankment Foundation, Unclassified	164,000 cu. yds.	0.60	98,400.00
General Excavation, Unclassified	4,115,000 cu. yds.	0.40	1,646,000.00
Short Overhaul	9,597,000 yd. sta.	0.0075	71,977.50
Long Overhaul	183,000 C-yd.sta.	0.35	64,050.00
Sprinkling	1,000 M-gal.	3.00	3,000.00
Finishing Roadbed and Slopes	3.21 miles	1,500.00	4,815.00
Rounding Cutbanks	19,000 lin. ft.	0.18	3,420.00
18-inch Asbestos Protected Corrugated Metal Pipe	1,300 lin. ft.	5.50	7,150.00
24-inch Asbestos Protected Corrugated Metal Pipe	1,150 lin. ft.	8.00	9,200.00
36-inch Asbestos Protected Corrugated Metal Pipe	70 lin. ft.	16.50	1,155.00
42-inch Asbestos Protected Corrugated Metal Pipe, 8 Gage, Protected Invert	360 lin. ft.	19.50	7,020.00
72-inch Asbestos Protected Corrugated Metal Pipe, 8 Gage, Protected Invert	300 lin. ft.	55.00	16,500.00
24-inch Half Circle Corrugated Metal Pipe	530 lin. ft.	6.00	3,180.00
48-inch Half Circle Corrugated Metal Pipe	180 lin. ft.	20.00	3,600.00
48" - 24" Half Circle Corrugated Metal Pipe Reducers	8 only	225.00	1,800.00
8-inch Perforated Metal Drain Pipe	24,400 lin. ft.	2.00	48,800.00
12-inch Perforated Metal Drain Pipe	2,200 lin. ft.	3.50	7,700.00
18-inch Perforated Metal Drain Pipe	16,200 lin. ft.	5.00	81,000.00
Special Backfill in Drains	13,000 cu. yds.	6.00	78,000.00
42-inch Asbestos Protected Elliptical Inlets	1 only	250.00	250.00
78-inch Structural Plate Pipe, 10/1 Gage, 4 Bolt, 4 Skews	360 lin. ft.	60.00	21,600.00
78-inch Structural Plate Pipe, 8/1 Gage, 4 Bolt	130 lin. ft.	65.00	8,450.00
78-inch Structural Plate Pipe, 5/1 Gage, 4 Bolt	90 lin. ft.	75.00	6,750.00
78-inch Structural Plate Pipe, 3/1 Gage, 4 Bolt	106 lin. ft.	82.00	8,692.00
78-inch Structural Plate Pipe, 1/1 Gage, 4 Bolt	160 lin. ft.	86.00	13,760.00

78-inch Structural Plate Pipe, 1/1 Gage, 6 Bolt	260 lin. ft.	$90.00	$ 23,400.00
90-inch Structural Plate Pipe, 10/1 Gage, 4 Bolt, 2 Skews	50 lin. ft.	70.00	3,500.00
90-inch Structural Plate Pipe, 8/1 Gage, 4 Bolt	54 lin. ft.	75.00	4,050.00
90-inch Structural Plate Pipe, 5/1 Gage, 4 Bolt	35 lin. ft.	85.00	2,975.00
90-inch Structural Plate Pipe, 3/1 Gage, 4 Bolt	52 lin. ft.	92.00	4,784.00
90-inch Structural Plate Pipe, 1/1 Gage, 4 Bolt	80 lin. ft.	96.00	7,680.00
96-inch Structural Plate Pipe, 10/1 Gage, 4 Bolt, 4 Skews	290 lin. ft.	74.00	21,460.00
96-inch Structural Plate Pipe, 8/1 Gage, 4 Bolt	70 lin. ft.	78.00	5,460.00
96-inch Structural Plate Pipe, 7/1 Gage, 4 Bolt	70 lin. ft.	82.00	5,740.00
96-inch Structural Plate Pipe, 5/1 Gage, 4 Bolt	70 lin. ft.	88.00	6,160.00
96-inch Structural Plate Pipe, 3/1 Gage, 4 Bolt	70 lin. ft.	95.00	6,650.00
96-inch Structural Plate Pipe, 1/1 Gage, 4 Bolt	106 lin. ft.	100.00	10,600.00
96-inch Structural Plate Pipe, 1/1 Gage, 6 Bolt	330 lin. ft.	103.00	33,990.00
Class "A" Concrete	1,000 cu. yds.	70.00	70,000.00
Metal Reinforcement	84,000 lbs.	0.16	13,440.00
Concrete Inlets, Type "D"	8 only	75.00	600.00
Type 2 Fence	1,300 rods	5.50	7,150.00
14' x 48" Metal Gates	5 only	75.00	375.00
16' x 48" Metal Gates	2 only	85.00	170.00
			$2,648,253.50
Anticipated Slide Removal	All Required		300,000.00
Seeding and Mulching	All Required		30,000.00
Horisontal Drains	All Required		18,000.00
	Subtotal		$2,996,253.50
	10% Engr. & Cont.		299,625.35
	Total		$3,295,878.85

Length of Roadway - - - - - - - - 3.210 Miles
Length of Structure- - - - - 0.175 Mile
Total Length 3.385 Miles
Cost of Roadway Per Mile- - - - $1,026,753.55

SUMMARY OF FUNDS

Description	Total Length	Federal Funds	State Funds
Preliminary Engr.	$ 30,000.00	$ 18,000.00	$ 12,000.00
Roadway	3,295,878.85	2,040,000.00	1,255,878.85
	$3,325,878.85	$2,058,000.00	$1,267,878.85

Oregon State Highway Department

Federal Aid
Project No. BF-124(14)

HOOSKANADEN CREEK-THOMAS CREEK SECTION OF

THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 30, 1960

Type Code P.E.

Preliminary Engineering	All Required		$ 30,000.00

Type Code 0010
Roadway (Sta. 827+50 to Sta. 1019+31)(Contract No. 3243)

Clearing and Grubbing	All Required		$ 125,000.00
Drainage Excavation, Unclassified	24,600 cu. yds.	$ 2.50	61,500.00
Embankment Foundation, Unclassified	164,000 cu. yds.	0.45	73,800.00
General Excavation, Unclassified	4,115,000 cu. yds.	0.38	1,563,700.00
Short Overhaul	9,597,000 yd. sta.	0.01	95,970.00
Long Overhaul	183,000 C-yd.sta.	0.40	73,200.00
Sprinkling	1,000 M-gal.	3.00	3,000.00
Finishing Roadbed and Slopes	3.21 miles	1,000.00	3,210.00
Rounding Cutbanks	19,000 lin. ft.	0.15	2,850.00
18-inch Asbestos Protected Corrugated Metal Pipe	1,300 lin. ft.	5.20	6,760.00
24-inch Asbestos Protected Corrugated Metal Pipe	1,150 lin. ft.	8.00	9,200.00
36-inch Asbestos Protected Corrugated Metal Pipe	70 lin. ft.	15.00	1,050.00
42-inch Asbestos Protected Corrugated Metal Pipe, 8 Gage, Protected Invert	360 lin. ft.	27.00	9,720.00
72-inch Asbestos Protected Corrugated Metal Pipe, 8 Gage, Protected Invert	300 lin. ft.	50.00	15,000.00
24-inch Half Circle Corrugated Metal Pipe	530 lin. ft.	4.60	2,438.00
48-inch Half Circle Corrugated Metal Pipe	180 lin. ft.	11.00	1,980.00
48"-24" Half Circle Corrugated Metal Pipe Reducers	8 only	210.00	1,680.00
8-inch Perforated Metal Drain Pipe	24,400 lin. ft.	1.90	46,360.00
12-inch Perforated Metal Drain Pipe	2,200 lin. ft.	3.00	6,600.00
18-inch Perforated Metal Drain Pipe	16,200 lin. ft.	4.10	66,420.00
Special Backfill in Drains	13,000 cu. yds.	5.10	66,300.00
42-inch Asbestos Protected Elliptical Inlets	1 only	220.00	220.00
78-inch Structural Plate Pipe, 10/1 Gage, 4 Bolt, 4 Skew	360 lin. ft.	70.00	25,200.00
78-inch Structural Plate Pipe, 8/1 Gage, 4 Bolt	130 lin. ft.	75.00	9,750.00
78-inch Structural Plate Pipe, 5/1 Gage, 4 Bolt	90 lin. ft.	82.00	7,380.00

78-inch Structural Plate Pipe, 3/1 Gage, 4 Bolt	106 lin. ft.	$ 87.00	$ 9,222.00
78-inch Structural Plate Pipe, 1/1 Gage, 4 Bolt	160 lin. ft.	88.00	14,080.00
78-inch Structural Plate Pipe, 1/1 Gage, 6 Bolt	260 lin. ft.	92.00	23,920.00
90-inch Structural Plate Pipe, 10/1 Gage, 4 Bolt, 2 Skew	50 lin. ft.	81.00	4,050.00
90-inch Structural Plate Pipe, 8/1 Gage, 4 Bolt	54 lin. ft.	85.00	4,590.00
90-inch Structural Plate Pipe, 5/1 Gage, 4 Bolt	35 lin. ft.	95.00	3,325.00
90-inch Structural Plate Pipe, 3/1 Gage, 4 Bolt	52 lin. ft.	100.00	5,200.00
90-inch Structural Plate Pipe, 1/1 Gage, 4 Bolt	80 lin. ft.	102.00	8,160.00
96-inch Structural Plate Pipe, 10/1 Gage, 4 Bolt, 4 Skew	290 lin. ft.	86.00	24,940.00
96-inch Structural Plate Pipe, 8/1 Gage, 4 Bolt	70 lin. ft.	91.00	6,370.00
96-inch Structural Plate Pipe, 7/1 Gage, 4 Bolt	70 lin. ft.	95.00	6,650.00
96-inch Structural Plate Pipe, 5/1 Gage, 4 Bolt	70 lin. ft.	105.00	7,350.00
96-inch Structural Plate Pipe, 3/1 Gage, 4 Bolt	70 lin. ft.	110.00	7,700.00
96-inch Structural Plate Pipe, 1/1 Gage, 4 Bolt	106 lin. ft.	115.00	12,190.00
96-inch Structural Plate Pipe, 1/1 Gage, 6 Bolt	330 lin. ft.	120.00	39,600.00
Class "A" Concrete	1,000 cu. yds.	75.00	75,000.00
Metal Reinforcement	84,000 lbs.	0.16	13,440.00
Concrete Inlets, Type "D"	8 only	115.00	920.00
Type 2 Fence	1,300 rods	7.00	9,100.00
14'x48" Metal Gates	5 only	90.00	450.00
16'x48" Metal Gates	2 only	100.00	200.00
			$2,554,745.00
Anticipated Slide Removal	All Required		300,000.00
Seeding and Mulching	All Required		30,000.00
Horizontal Drains	All Required		18,000.00
	Subtotal		$2,902,745.00
	10% Engr. & Cont.		290,274.50
	Total		$3,193,019.50

Type Code X032
Thomas Creek Bridge (Sta. 1010+05 to Sta. 1019+62)

Shoring, Cribbing, Etc.	All Required			$ 25,000.00
Structural Excavation	2,300 cu. yds.	$	13.00	29,900.00
Structural Excavation Below Elevation Shown	100 cu. yds.		25.00	2,500.00
Drill Anchor Bolt Holes	210 lin. ft.		10.00	2,100.00
Furnish 10" BP 42# Steel Piling	9,180 lin. ft.		5.00	45,900.00
Drive Steel Piles	236 only		55.00	12,980.00
Splice Steel Piles	30 only		45.00	1,350.00
Class "A" Concrete (2,276 cu.yds. at $70.00)	All Required			159,320.00
Metal Reinforcement (345,300 lbs. at $0.125)	All Required			43,162.50
Structural Steel, (Carbon)	2,380,000 lbs.		0.28	666,400.00
Structural Steel, (Alloy)	820,000 lbs.		0.28	229,600.00
Chrome Alloy Castings	2,100 lbs.		0.50	1,050.00
Metal Parapet Railing	1,925 lin. ft.		6.00	11,550.00
Treated Lumber in Place	7.5 M-FBM		350.00	2,625.00
8-inch Metal Drain Pipe	60 lin. ft.		4.00	240.00
				$1,233,677.50
Strip Overburden	All Required			12,000.00
	Subtotal			$1,245,677.50
	10% Engr. & Cont.			124,567.50
	Total			$1,370,245.00

Length of Roadway ..... 3.204 Miles
Length of Structure ..... 0.181 Mile
Total Length $996,572.87

SUMMARY OF FUNDS

Description	Total Length	Federal Funds	State Funds
Preliminary Engineering	$ 30,000.00	$ 18,000.00	$ 12,000.00
Roadway	3,193,019.50	1,976,000.00	1,217,019.50
Structure	1,370,245.00	835,000.00	535,245.00
	$4,593,264.50	$2,829,000.00	$1,764,264.50

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MAR 4 1964
FOR FILING
5243

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1964

SUBJECT: Alteration in Details of Construction

To: DIVISION ENGINEERS
RESIDENT ENGINEERS

In a recent case the contractor had given written notice of intent to claim additional compensation because of alteration in details of construction. This alteration was defined as not being permitted to remove and waste a plan designated excess quantity of excavation during the winter months.

Subsequently, from nearby cuts, a comparable amount of excess material was wasted. This substitution of "comparable work at comparable costs" was thought to be a firm basis for rejection of the contractor's claim.

It developed, however, that while the contractor gave written notice as provided in Article 1.9.6 of the Standard Specifications, we had not followed the provisions of Article 1.9.5 in two respects: (1) We had not agreed to any allowance in advance, and (2) Had made no allowance either for or against the contractor. This failure to follow the provisions on our part resulted in a decision not favorable to the State.

In any case, where a contractor gives written notice that he will claim additional compensation on account of alteration in details of construction, you are urged to give very careful consideration to your reply. Particular consideration should be given the right to off-set such compensation by substitution of comparable work at comparable costs. With this careful consideration, a proper reply to the contractor can be determined, and unfavorable decisions avoided.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh:fp

cc Lloyd Shaw

RECEIVED
MAR 2 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1963

SUBJECT: Morrison-Knudsen Company Contract
Oregon Coast Highway
Case No. 4590
L-3905

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

Mr. Patterson's letter of January 23 (copy attached) refers to but does not describe an alteration of construction detail which formed the basis of the contractor's claim. Events which happened on the job and resulted in the claim are as follows:

Haul brackets on the approved plans show 173,212 cu. yds. of excavation as excess between Stations 952 and 953+80. Depth of this cut on centerline as shown on the plans is approximately 100 feet. This is the yardage contractor wanted to (he claimed) remove during the winter months, primarily by wasting over the slope into the ocean.

This action by the contractor was not permitted, primarily for two reasons -- (1) Validity of plan balance factors was in doubt at this stage, and (2) Material in cut was of a rocky, granular nature, badly needed for selective use in the bottom of fills, as slope protection, and for rock toe construction. This denial formed the basis for the contractor's claim.

While wasting from this plan designated excess area was not permitted, a combined total of 168,000 cu. yds. were eventually wasted between Stations 933 and 938+50 and between Stations 943 and 950+50. This 168,000 cu. yds. makes up the "comparable work at comparable costs" mentioned by Mr. Patterson. Substituting this 168,000 cu. yds. for the plan designated 173,212 cu. yds. excess at Station 953 was at first considered a sound basis for denying the contractor's claim.

Three pertinent articles from the Standard Specifications are referred to in the decision:

FORM E-30 50M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1963

SUBJECT: Morrison-Knudsen Company Contract
Oregon Coast Highway
Case No. 4590
L-3905

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

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Haul brackets on the approved plans show 173,212 cu. yds. of excavation as excess between Stations 952 and 953+80. Depth of this cut on centerline as shown on the plans is approximately 100 feet. This is the yardage contractor wanted to (he claimed) remove during the winter months, primarily by wasting over the slope into the ocean.

This action by the contractor was not permitted, primarily for two reasons -- (1) Validity of plan balance factors was in doubt at this stage, and (2) Material in cut was of a rocky, granular nature, badly needed for selective use in the bottom of fills, as slope protection, and for rock toe construction. This denial formed the basis for the contractor's claim.

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Three pertinent articles from the Standard Specifications are referred to in the decision:

Article 1.4.5 provides that the engineer.....may alter any of the details of construction.....and the contractor agrees to accept and execute.....the compensation to the contractor in such cases shall be determined as specified in Article 1.9.5 and shall be subject to the provisions of Article 1.9.6.

In Article 1.9.5 the pertinent part is: "If, however, the character of the work or the unit costs thereof are materially changed, an allowance shall be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then an allowance shall be made, either for or against the contractor, in such amount as the engineer may determine fair and equitable." With respect to this provision, it developed we had not agreed to any allowance in advance, nor was an allowance made at any time, for or against the contractor.

Article 1.9.6 provides that the contractor shall notify the engineer in writing of his intention to make claim. The contractor did comply with this provision.

The decision to settle the claim without court trial was prompted by the belief that our failure to follow the provisions of Article 1.9.5 would have invalidated our intended line of defense; that is, substituting "comparable work at comparable costs".

A suggested directive to Division and Resident Engineers intended to circumvent future claims of this nature is attached.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

GLD:bjh
Attachment

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STATE HIGHWAY ENGINEER

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F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh
Attachment

RECEIVED
APR 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

(ROUGH DRAFT)
April 2, 1963

DIVISION ENGINEERS
RESIDENT ENGINEERS

SUBJECT: Alteration in Details of Construction

In a recent case the contractor had given written notice of intent to claim additional compensation because of alteration in details of construction. This alteration was defined as not being permitted to remove and waste a plan designated excess quantity of excavation during the winter months.

Subsequently, from nearby cuts, a comparable amount of excess material was wasted. This substitution of "comparable work at comparable costs" was thought to be a firm basis for rejection of the contractor's claim.

It developed, however, that while the contractor gave written notice as provided in Article 1.9.6 of the Standard Specifications, we had not followed the provisions of Article 1.9.5 in two respects: (1) We had not agreed to any allowance in advance, and (2) Had made no allowance either for or against the contractor. This failure to follow the provisions on our part resulted in a decision not favorable to the State.

In any case, where a contractor gives written notice that he will claim additional compensation on account of alteration in details of construction, you are urged to give very careful consideration to your reply. Particular consideration should be given the right to off-set such compensation by substitution of comparable work at comparable costs. With this careful consideration a proper reply to the contractor can be determined, and unfavorable decisions avoided.

GLD

GLD:bjh
cc: ~~F. D. Morgan~~ Lloyd Shaw

FORM E-30X—50M—6-61—36683

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 23, 1963
Salem, Oregon

REFERRED TO Shaw
BY, DEPUTY STATE HIGHWAY ENGINEER
Hong Comment

C. F. Porter

To: Forrest Cooper
State Highway Engineer
O f f i c e

SUBJECT: Morrison-Knudsen Company, Inc.
vs.
State of Oregon
Case No. 4590
L-3905

We have agreed to a settlement of the above entitled action by payment to the contractor of the sum of $35,000.00. The claim, which was the subject of the contractor's complaint, arose out of Section 1.4.5 which provides that the engineer may alter any details of construction during the progress of the work. This provision also provides that the contractor is entitled to compensation as provided for in Article 1.9.5, subject to the provisions of Article 1.9.6. Section 1.9.5 provides that where the character of the work or the unit costs thereof are materially changed, an allowance shall be made either for or against the contractor in such an amount as the engineer may determine to be fair and equitable. Section 1.9.6 provides that the contractor shall give his written notice where, in the opinion of the contractor, such change order will entitle him to additional compensation.

It was our intention in defending this action to claim that we substituted comparable work at comparable costs in place of the work which we admitted was an alteration in the details of construction. We had never notified the contractor in response to his notice that we intended to make such a substitution. In fact, we did not know that we would later claim the right of substitution because the fills and embankments had not been started at the time we made the alteration in the details of construction of the work as originally provided for in the plans and specifications. Since the provisions of Section 1.9.5 provide that the engineer shall make an allowance for or against the contractor, and we did not do this when the final estimates and final payment were made, I am of the opinion that our defense might not have been allowed because of our own failure to follow the contract provisions.

It is my opinion that in any case where a contractor gives us written notice that he will claim additional compensation on account of alteration in details of construction that before a reply is given to the contractor careful consideration should be given as to our right to offset such additional compensation by way of substitution of comparable work at comparable cost. In the instant case, even though we did not know at the time the

letter was sent to us that such a substitution would be made, a proper reply could have been made to the contractor advising him that in the event there were excess quantities to be wasted at other locations we would make an equitable adjustment in light of the alteration and our later direction to waste other materials.

It may be that you would want to send some sort of bulletin or directive to the Division Engineers and Resident Engineers along this line.

J. ROBERT PATTERSON
Chief, Trial Section

JRP:jm
cc: R. L. Porter
L. I. Lindas
G. E. Rohde

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JAN 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 13 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1962

SUBJECT: Hooskanaden Creek-Thomas Creek Section
Contract No. 5243

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

The attorney for the contractor on this project wishes to take depositions from you, Lammert and a "Robert Johnson". He suggests they be held here at 9:00 A.M. Standard Time, Friday, June 29, 1962.

The "Robert Johnson" mentioned is unknown to me. Maybe he means Bobby Johnson, although I am unaware of his participation in this project. If you know who he means and if this man has any pertinent knowledge of the situation, bring him along. If you don't know who he is or if he has no pertinent knowledge forget about him.

Please advise prior to June 19 if you and your people can be here at the proposed time. If your answer is affirmation, I suggest that you arrive here about 1:00 P.M. the preceding Thursday for an orientation period with our attorney, Mr. Patterson.

Please bring all notes, files, pictures, etc. you have on this project. Mr. Patterson will have the model available.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
L. I. Lindas
ATTN: Robert Patterson
R. L. Lammert

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JUN 14 1962
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STATE HIGHWAY ENGINEER

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243

Salem, Oregon
January 18, 1962

Mr. Forrest Cooper
State Highway Engineer
O f f i c e

Herewith is a short explanation of the three lawsuits which have been served against the Highway Commission and which appear on page 4 of the January 19 agenda.

1. The Morrison-Knudsen Company suit is over a controversy relative to the wasting of excess materials. The contractor contends that he should have been permitted to waste this excavation as a first operation. The State contends that the wasting of materials should be subsequent to the exact determination as to the fill requirements in the vicinity.

2. Rex C. Ayers is suing for $32,320 because of alleged damage because the County was slow in acquiring all of the right of way. He is also asking for the sum of $5,904.54 for the reason that he does not agree with our final estimate quantities. Both counts are, in our opinion, without merit.

3. Roy Farella has filed suit in the amount of $10,000 because he claims damage by reason of backwater caused by culvert stopage. We contend that the backwater was caused by reason of the outlet ditch being blocked.

R. L. Porter
Assistant Highway Engineer

RLP:ajw

cc G. S. Paxson

RECEIVED
JAN 1 1962
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5243

Salem, Oregon
December 15, 1961

Mr. F. D. Morgan
Construction Engineer

Morrison-Knudsen Claim
Hooskanaden Cr.-Thomas Cr.
Oregon Coast Highway
Contract No. 5243

Please arrange to have Mr. Chandler and the Resident Engineer, who I believe to be Bob Lammert, in the office at 10:00 A.M., January 4th. If this can be arranged, let me know so that I can advise Patterson.

This has to do with the suit of Morrison-Knudsen. A copy of the complaint is attached.

Tom Edwards
Assistant State Highway Engineer

TE:jw

Attach.

NOTED
TOM EDWARDS

FORM E-30 25M 9-61 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1961

SUBJECT: Morrison-Knudsen Co., Inc.
vs.
State of Oregon
Our file L-3905

To: Mr. Tom Edwards
Asst. Highway Engineer
Building

We were served with copy of complaint which is attached hereto on Tuesday, December 12. I have requested an extension of time until January 16 within which to make an appearance.

I would be pleased if you could arrange a conference between yourself, Mr. Klaboe, Mr. Chandler, Assistant Division Engineer and our Resident Engineer so that the claims presented by the plaintiff can be discussed. I would suggest Thursday, January 4, here in Salem as the time and place for such a conference.

The complaint incurs the amounts of the three claims previously rejected by us. As a preliminary matter I might say that I am not concerned with part C of the claim as outlined in Mr. Klaboe's memorandum under date of July 25, 1961. My main concern with part A, which has to do with additional costs incurred by the plaintiff between Stations 952 and 953+80, has to do with any extra expense incurred by the plaintiff due to the fact that we used the excavated material in a different manner than as provided for in the original plans and specs. The second part of the plaintiff's claim is not quite clear to me. This involves the handling of materials at Station 970. I cannot determine whether this was for a new slide area which was paid for under force account or a claimed item for rehandling of materials which it was later determined by us to waste. I believe that this part of the plaintiff's claim should be further analysed.

J. ROBERT PATTERSON
Chief, Trial Section

JRP:ap
Attch.
cc Mr. Fred B. Klaboe

RECEIVED
DEC 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CURRY

MERRIDON-KNUDSEN COMPANY, INC., a corporation, Plaintiff, vs. STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION COMPOSED OF M. K. McIVER, KENNETH N. FRIDLEY and GLENN L. JACKSON, Defendant.	No. COMPLAINT

Comes now plaintiff above named and for its cause of action against defendant complains and alleges:

I.

That at all times herein mentioned MERRIDON-KNUDSEN COMPANY, INC. was and it now is a corporation duly organized, existing and doing business under the laws of the State of Delaware and duly qualified as a foreign corporation to transact business in the State of Oregon, having paid all license and qualification fees therefor.

II.

That at all times herein mentioned the above named M. K. McIVER, KENNETH N. FRIDLEY and GLENN L. JACKSON, or their predecessors in office, were and still are the duly appointed, qualified and acting members of the Oregon State Highway Commission, and constituted and now constitute the said Commission.

III.

That under date of July 8, 1958, there was entered into between plaintiff and defendant by and through its State Highway Commission, pursuant to public and competitive bidding under which plaintiff was the low bidder, a written CONTRACT NO. 5243, which provided for the construction by plaintiff for the defendant of

KOERNER, YOUNG McCOLLOCH & DEZENDORF
EIGHTH FLOOR,—PACIFIC BUILDING
PORTLAND 4, OREGON — CA. 6-6181

certain highway and work as set forth in the SPECIAL PROVISIONS of the CONTRACT, as follows:

> "The work to be done under the contract consists of the following work on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County:
>
> 1. Construction of 3.21 miles of main highway roadbed and connections, involving approximately 4,115,000 cubic yards of roadbed excavation and 141,000 cubic yards of embankment foundation excavation.
>
> 2. Construction of 5 structural plate pipe culverts.
>
> 3. Installation of approximately 42,800 linear feet of perforated metal drain pipe.
>
> 4. Construction of approximately 1,300 rods of Type 2 right of way fence.
>
> 5. Performance of such additional and incidental work as is called for by the specifications and plans.
>
> The northerly end of the project is at Station 827/50, which station is approximately 0.3 mile south of Hooskanaden Creek. The southerly end of the project is at Station 1019/31, which station is at the southerly end of the proposed structure over Thomas Creek and also approximately 8 miles north of the northerly city limits of Brookings via the relocated Oregon Coast Highway. The overall length of the project is 3.39 miles. The net length of the grading work is 3.21 miles."

An executed original of said CONTRACT NO. 5243 is in the possession of both plaintiff and defendant, said CONTRACT is a matter of public record in the office of the State Highway Commission and by this reference to said CONTRACT and Public Record, the same is incorporated herein by reference, together with the STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION (ISSUE OF MAY 1, 1954) of the State Highway Commission, which were by reference made a part thereof.

IV.

As a part of said CONTRACT NO. 5243 there was set forth on page 5 of the SPECIAL PROVISIONS the following:

"Disposition of Excess Excavation Material:

Approximately 173,200 cubic yards of excavated

KOERNER, YOUNG McCOLLOCH & DEZENDORF
EIGHTH FLOOR,—PACIFIC BUILDING
PORTLAND 4, OREGON — CA. 6-6151

material not required for embankment construction, filling or backfilling work within the limits of the project shall be classed as 'excess' material and shall be disposed of over the bluff between Stations 950 and 955."

and there were included by reference certain PLANS consisting of 15 sheets bound together and including a cover sheet, which bore the title and date as follows:

"Grading
Hooskanaden Cr.-Thomas Cr. Section
Oregon Coast Highway
Curry County
May 29, 1958"

The said PLANS set forth in detail the character and extent of the work and, in particular, showed a quantity of 173,000 cubic yards of excavated material to be wasted between Stations 952 and 954. Said SPECIAL PROVISIONS and PLANS were furnished to plaintiff by defendant for the purpose of permitting plaintiff to make and place a competitive bid for said work with the intent that plaintiff would rely thereon in preparing its bid, and, in particular its bid for ITEM NO. 4 - GENERAL EXCAVATION and plaintiff did rely thereon in preparing its bid for ITEM NO. 4 - GENERAL EXCAVATION, for which plaintiff submitted a price of 38¢ per cubic yard, and in entering into the CONTRACT NO. 5243 wherein said SPECIAL PROVISIONS and PLANS were incorporated by reference.

V.

That notwithstanding the representations and data as shown in said SPECIAL PROVISIONS and upon said PLANS, as aforesaid, and during the performance by plaintiff of the contract work defendant, by letter of January 27, 1959, a copy of which is attached hereto as Exhibit "A", wrongfully and deliberately refused plaintiff permission to waste said 173,000 cubic yards of material between Stations 952 and 954. Said action of defendant was promptly protested in writing by plaintiff by letter of February 5, 1959, a copy of which is attached hereto as Exhibit "B", and in compliance with Paragraph 1.9.6 of the STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION the

KOERNER, YOUNG McCOLLOCH & DEZENDORF
EIGHTH FLOOR,—PACIFIC BUILDING
PORTLAND 4, OREGON — CA. 6-6191

plaintiff, by said Exhibit "B", notified defendant of its intention to claim additional compensation by reason of the refusal of the defendant as aforesaid. That by reason of said wrongful refusal of defendant to permit the excavation and waste of the approximately 173,000 cubic yards of material between Stations 952 and 954 plaintiff suffered and incurred damages by way of added cost and expense in the performance of the contract work in the sum of $142,946.29, for which amount claim was presented by plaintiff to defendant in writing under date of April 14, 1961, which claim was denied in full by defendant by letter of May 23, 1961, and after request by plaintiff for reconsideration was again denied by defendant by letter of August 2, 1961.

VI.

That plaintiff completed all work under its CONTRACT NO. 5243 with defendant on or about October 17, 1960, and has been paid by defendant all sums due thereunder save and except the amount of the claim for additional compensation as set forth in paragraph V hereof, which claim in the amount of $142,946.29 is still due and unpaid.

WHEREFORE, plaintiff, MERRILSON-KNUDSEN COMPANY, INC., a corporation, prays for judgment herein against defendant in the sum of $142,946.29, together with interest thereon at the rate of 6% per annum from April 14, 1961 until paid, together with its costs and disbursements herein incurred.

McELROY, MEHRDORF & JOSEPHSON,
JOSEPH McELROY

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
JAMES C. DEZENDORF

Attorneys for Plaintiff

KOERNER, YOUNG McCOLLOCH & DEZENDORF
EIGHTH FLOOR—PACIFIC BUILDING
PORTLAND 4, OREGON — CA. 6-6131

Exhibit #1

Morrison-Knudsen Company, Inc.

CONTRACTORS AND ENGINEERS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

ADDRESS REPLY TO
608 HOGE BUILDING
SEATTLE 4, WASHINGTON

February 5, 1959

Mr. L. R. Chandler, Assistant Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Dear Sir:

Receipt of your letter dated January 27, 1959, with reference to the surplus material in the vicinity of Stations 940 and 985 is hereby acknowledged. We will comply with your request as regards the utilization of this material.

You do realize, I am sure, that this change in the disposition of the material represents a change in design from what was anticipated when our original bid was submitted. We will proceed as directed in this area and when the extent of the effect this change in design will have on our cost for performing the work is known, we will expect to negotiate with you for a corresponding change in contract price and/or time.

Very truly yours,

MORRISON-KNUDSEN COMPANY, INC.

Jack Coons, Project Manager

JAB:meb

Cc: Mr. R. L. Lamert, Resident Engineer
Oregon State Highway Department
Brookings, Oregon

EXHIBIT "B"

COMMISSIONERS
DON P. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. STRAUCH, JR.
La Grande
M. E. [illegible]
Portland
M. D. GLADDEN
Burns

OREGON
STATE HIGHWAY DEPARTMENT

DIVISION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
ASST. STATE HWY. ENGR.
W. W. STAFFLER
2ND ASST. STATE HWY. ENGR.
E. W. ENGLUND
SALT LAKE CITY

Roseburg, Oregon
January 27, 1959

Morrison-Knudsen Co.
Brookings,
Oregon

Attention: Jack Koons

Dear Sir:

Preliminary calculations of cut areas indicates that there will probably be little or no surplus of material between Stations 940 and 985 on the Hoosakanaden Creek-Thomas Creek Section, Oregon Coast Highway, Contract No. 5243. Therefore we will be unable, until the grading there is well along, to waste any material between Stations 952 and 954 as shown on the plans.

We are unable at this time to determine that there will be any excess material between these stations.

Yours truly,

L. R. Chandler
Ass't Division Engineer

LRC:ac

cc: R. L. Lemmert

RECEIVED
MORRISON KNUDSEN CO. INC.

EXHIBIT "A"

RECEIVED
JAN 23 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

21-1

5-43—

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 13, 1961

Oregon State Highway Commission

Re: Morrison-Knudsen Company, Inc. vs. State of Oregon, by and through its State Highway Commission
L-3905

Gentlemen:

On December 12th, a complaint was served upon the Secretary of the Commission in the above matter in which the Morrison-Knudsen Company is asking for judgment against the State of Oregon in the sum of $142,946.29.

The issue has to do with a construction contract to do work on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County. The action against the State was filed in Curry County and the substance of the complaint is as follows:

Our contract, plans and specifications indicated a quantity of 173,000 cubic yards of excavated material that was to be wasted between Stations 952 and 954. The Morrison-Knudsen Company claims that subsequent to entering into the contract, that the State deliberately refused the Morrison-Knudsen Company permission to waste the 173,000 cubic yards of material between Stations 952 and 954, and as a result the plaintiff suffered an incurred damage by way of added cost and expense in the performance of the contract in the sum that they are suing for.

This matter has been referred to a staff attorney for handling, and I shall keep you fully informed of the progress of the matter.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:dc
cc: Forrest Cooper
G. S. Paxson
Floyd Query
C. H. Maison
Robert Y. Thornton
P. M. Stephenson
John Phillips
I. A. DeFrance

RECEIVED
DEC 11 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 80M 1-61

RECEIVED
AUG 3 1961
FOR FILING

5243

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 2, 1961

Mr. A. O. Strandberg
Vice President
Morrison-Knudsen Company, Inc.
319 Broadway
Boise, Idaho

Re: Claim on Contract 5243
Morrison-Knudsen Company, Inc.
Hooskanaden Creek-Thomas Creek
Section, Oregon Coast Highway

Dear Mr. Strandberg:

With reference to the above claim, this is to inform you that the matter has been referred to this office for review and recommendation.

This is to state that your claim has been thoroughly examined. We cannot agree with the position that you take with respect to the same and, consequently, your demands are rejected in all respects.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:dc
cc: W. C. Williams
Forrest Cooper
Tom Edwards

RECEIVED
AUG 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
July 31, 1961

Mr. A. L. Minton
Chief Counsel
O F F I C E

Claim on Contract 5243
Harrison-Gruman Company, Inc.
Boomerman Creek-Thorne Creek
Section, Oregon Coast Highway

I hand to you herewith a copy of a letter from A. C. Strundberg, Vice President of the Harrison-Gruman Company, Inc., under date of July 7 in which he makes claim under Contract No. 5243, Boomerman Creek-Thorne Creek Section in the amount of $12,000.00.

I particularly call your attention to the last paragraph of this letter which places a time limitation upon our answer.

The file also contains considerable supporting material and a letter from Construction Engineer Edmarus dated July 28 which refers to the claim.

I hand this matter to you for review and suggest that you discuss it with the appropriate people in the Department and send a letter to the Harrison-Gruman Company so that it will receive an answer in advance of its deadline.

This matter should be expedited.

This binder has been filed in the 7-31-61

Forrest Cooper
Deputy State Highway Engineer

FC:fh

Attach.

cc H. C. Williams
Dan Edmarus

RECEIVED
JUL 19 1961
FOR FILING
5243

July 19, 1961

Mr. A. O. Strandberg, Vice President
Morrison-Knudsen Company, Inc.
Boise, Idaho

Dear Mr. Strandberg:

This will acknowledge your letter of July 7, addressed to the Chairman of the Oregon State Highway Commission, in which you refer to Contract No. 5243 on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway.

This matter will be reviewed, and we will advise you as to our position.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. M. K. McIver
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. L. I. Lindas

FC:fn ae

Morrison-Knudsen Company, Inc.

CONTRACTORS AND ENGINEERS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

ADDRESS REPLY TO
603 HOGE BUILDING
SEATTLE 4, WASHINGTON

July 7, 1961

Chairman
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 5243 - Hooskanaden Creek-Thomas Creek Section - Oregon Coast Highway - July 8, 1958

Subject: Claim of Morrison-Knudsen Company, Inc. for Added Cost and Expense Due to Change in Character of Work - $142,946.29

Dear Sir:

By contract dated July 8, 1958, we undertook to construct approximately 3.21 miles of the Oregon Coast Highway in the Curry County, Hooskanaden Creek-Thomas Creek Section. The Contract drawings set forth in considerable detail the amount and character of the work in the various sections. In particular, the drawings showed 173,000 cubic yards of excavated material to be wasted between Stations 952 and 954. Our bid and unit costs were based upon the information supplied by such drawings.

Notwithstanding the representations of the Contract drawings, we were refused permission to waste the material above mentioned by letter from L. R. Chandler, Assistant Division Engineer, of January 27, 1959. This action and change in design was protested by our letter of February 5, 1959, and the Oregon State Highway Department was advised that this change in character of the work would seriously affect our cost of performance and we would expect reimbursement therefor.

Upon completion of our work and when the additional costs were known, we submitted our claim by letter of April 14, 1961, in the amount of $142,946.29 with rather complete documentation. This claim has been summarily turned down in its entirety by letter from W. C. Williams, State Highway Engineer, by Tom Edwards, Construction Engineer, of May 23, 1961, for the stated reasons that parts A and C "are based entirely on unsubstantiated theoretical conditions, and interpretation of the specifications" and as to part B as being "completely covered by Price Agreement and Force Account orders". We emphatically deny that any of these stated reasons are valid or supportable.

Before instituting litigation to enforce our claim demands, which we believe to be fully supportable under direct Contract provisions, which provide: (1.9.5)

> "Unless such alterations and increases or decreases materially change the character of the work to be performed or the cost thereof, the altered work shall be paid for at the same unit prices as other parts of the work. If however, the character of the work or the unit costs thereof are materially changed, an allowance shall be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then an allowance shall be made, either for or against the contractor, in such amount as the engineer may determine to be fair and equitable."

we have thought it advisable to bring this matter directly to your attention for reconsideration.

Should you desire and believe a conference would be advisable, we would be happy to meet with you and your representatives to further discuss our claim in a last endeavor to reach an amicable settlement. Unless, however, we receive a request from you for such a conference within thirty days from date of this letter, we will be forced to conclude you adhere to the position taken by your Highway Engineer over the signature of the Construction Engineer and will have no alternative but to submit the matter of our claim to the Courts for determination.

Yours very truly,

MORRISON-KNUDSEN COMPANY, INC.

A. O. Strandberg, Vice President

RECEIVED
MAY 24 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RF-124(14)
5243

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 23, 1961

Morrison-Knudsen Company, Inc.
603 Hoge Building
Seattle 4, Washington

Gentlemen:

Your claim against Item 4, General Excavation, in the amount of $142,946.29 on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway, Contract No. 5243, has been presented to this office after being carefully analyzed by our field forces.

Parts A and C of the claim are based on an order issued by our engineer which prevented you from wasting some 173,000 cubic yards of excavation between Stations 952 and 953+80. These portions of the claim are based entirely on unsubstantiated theoretical conditions and interpretation of the specifications and, as such, are totally denied.

Part B of the claim is based on cost of "rehandling" material wasted from a slide near Station 970. This part has no bearing, inasmuch as it was completely covered by Price Agreement and Force Account orders. It is also denied.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

FBK:fp:jw

cc Forrest Cooper
F. D. Morgan
L. I. Lindas

RECEIVED
MAY 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Morrison - Knudsen Company, Inc.
CONTRACTORS AND ENGINEERS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

ADDRESS REPLY TO
603 HOGE BUILDING
SEATTLE 4, WASHINGTON

April 14, 1961

Mr. F. D. Morgan, Division Engineer
Attention: Mr. L. R. Chandler, Assistant Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Subject: Claim for Additional Compensation - Contract 52h3

Dear Sir:

We are herewith submitting our claim for additional compensation due us for work performed on the Hoochumaton Creek-Thomas Creek Section of the Oregon Coast Highway, Contract 52h3, which was not in accordance with our contract requirements.

In accordance with Paragraph 1.9.6 Claims for Extra Compensation, timely notice was furnished the State of Oregon of our intention to file such claim in our letter dated February 5, 1959, copy of which is attached and marked Exhibit #1. This letter was in answer to your letter of January 27, 1959 which prohibited us from proceeding with the wasting of 173,000 yards of excavated material between Stations 952 and 954 as had been indicated to be done under the contract and which operation was the basis for our average bid price for Bid Item 4, General Excavation, Unclassified. Copy of your letter of January 27, 1959 is attached hereto and marked Exhibit #2.

The additional expense which we have incurred as a result of this change in design occurs in three fundamental operations, namely,

A. The additional cost of restricted drilling and blasting as well as hauling of material to fill which was intended to be wasted over the cliff between Stations 952 and 953+80.

B. The additional cost of rehandling material hauled from the cut in the vicinity of Station 970.

C. The additional cost incurred by not being able to perform the work between Stations 952 and 953+80 during the winter season as had been anticipated.

More particularly, the operation described in A above, had it been a waste operation, could have resulted in more economically being drilled and blasted for dozing over the cliff than was required when this material was loaded and hauled to either the Spruce Creek fill or select topping. Detailed computation of this difference in cost is hereto attached and marked Exhibit #3.

The work described in B above, being common material, and originally intended for Spruce Creek fill was instead wasted. At this location it was not possible to doze over the cliff direct. This material had to be loaded and hauled to a waste location and then dozed which necessitated a second handling and resultant additional cost, details of which are shown on the attached Exhibit #4.

The additional costs indicated for C above were incurred when we were stopped from performing the waste operation between Stations 952 and 953+80 during the winter months. Our original proposal contemplated that this operation could be done during the winter months utilizing as operators on the equipment supervisory personnel. Inasmuch as this work could not be performed at the time intended and these same people were still on the payroll additional costs for labor were therefore incurred. The additional cost for standby rental is similarly based on the concept that this equipment which was on the job during the winter months would have been used for the waste operation. Details of the additional costs for standby rental on the equipment and the equivalent labor are shown on attached Exhibit #5.

The criteria used for computing the amounts of money due was the State rate for equipment operation for force account work in Oregon for the year 1959 and the basis for the standby rental for the idle equipment during the delay period was the A.G.C. rental rate. A summary of the claim in the total amount of $142,986.29 is attached and marked Exhibit #6.

If you have any questions concerning the computation of the claimed amount, we will be happy to discuss them with you or to furnish such additional information as you might desire so that a prompt settlement and payment of this claim may be effected.

Very truly yours,

MORRISON-KNUDSEN COMPANY, INC.

J. A. Meyer
Seattle District Engineer

JABsmsb
Enc. Exhibits #1 through #6

(Submitted in triplicate)

EXCESSIVE WASTE CLAIM

A - Cost of Work Performed (Station 952+00 to 953+80)

Actual Disposition of Materials -

18,500	C.Y. rock hauled to select topping
113,500	C.Y. rock hauled to Spruce Creek fill
132,000	C.Y. rock (subtotal)
41,000	C.Y. common hauled to Spruce Creek fill
173,000	C.Y. TOTAL all material

1 - Drill and Blast 132,000 C.Y. Rock

Hole Pattern - 14% @ 5' x 5' for select topping
86% @ 8' x 8' for embankment
100% @ 7' x 8' ± = 2.17 C.Y./L.F. drill hole

Hole Depth = 20 L.F.

Hole Depth Blasted = 18 L.F.

Yield = 18/20 x 2.17 = 1.95 C.Y./L.F. Hole

Total Drill Footage = 132,000 ÷ 1.95 = 67,700 L.F.

Number of Holes = 67,700 ÷ 20 = 3385 Holes

Powder Factor = 1#/B.Y.

Drill Production = 4 holes/hour/drill = 80 L.F./drill/hour

Bit Life = 600 L.F. + 2 sharpenings @ 300 L.F./each = 1200 L.F.

Steel Life = 1300 Minutes ÷ 60% efficiency = 36 Hours
= 36 x 80 = 2,880 L.F. of Drill Hole

Drill Spread Time = 67,7000 ÷ (2 x 80) = 424 Hours Operation

Drill & Blast Crews		Labor	Eqt.Oper.	Supplies
1 - Foreman		3.95		
1 - Compressor Operator		3.34		
2 - Drillers	(3.10)	6.20		
2 - Chuck Tenders	(2.95)	5.90		
2 - 600 CFM Compressors			(8.65) 17.30	
1 - Powderman		3.25		
1 - Helper		2.75		
1 - Flatbed truck		3.80	5.25	
2 - Airtrac drills			(9.35) 18.70	
Overtime - 5% on 28.59 Labor		1.43		
Ins. & Taxes 10% on 30.02 Labor		3.00		
		33.02	41.25	
			x 424 Hours Operation	
Sub-total		14,000.48	17,490.00	
Drill Steel 67,700 ÷ 2800 = 24 sets			(35.00)	840.00
Bits 67,700 ÷ 1285 = 56 Each			(50.00)	2800.00
Powder 132,000# @ 0.13/#				19800.00
Caps 3305 Each @ 0.30/each				1015.50
Misc. Blasting Supplies @ 0.01/C.Y.				1320.00
Total Direct Cost = 57,265.98		14,000.48	17,490.00	25,775.50

Unit Cost = 0.434/C.Y.

2 - Load & Haul Rock to Select Topping

DM-21 Units were used for this operation. Base cost on 600' free haul only.

Production:

Capacity = 15 C.Y. struck ÷ 1.3 (swell factor) = 11.5 C.Y./Load

Cycle= Load - 2.0 Mins.
Haul - 0.7 Mins.(10 MPH)
Dump - 1.0 Mins.
Return - 0.7 Mins
Lost - 1.0 Mins

5.4 Min/Trip

Trips/Hour = 50/5.4 = 9.25

Capacity/Hour = 9.25 x 11.5 x 3 units = 319.5 C.Y./hour

18,500 ÷ 319.5 = 58 Hours Operation

1 - Foreman		3.95	
1 - Pickup			1.80
3 - DM-21s	(3.80)	11.40	72.60 (24.20)
1 - D-9		3.70	22.70
1/2 Motor Patrol	(3.70)	1.85	5.50 (11.00)
Overtime 5% on 20.90		1.05	
Ins. & Tax 10% on 21.95		2.19	
		24.14	102.60
		x 58 Hours Operation	
Direct Cost	$7,350.92	1,400.12	5,950.80
Unit Cost	0.397/C.Y.		

3 - Load and Haul Rock to Narrow Creek Fill

TS-24 Units were used on this operation. Base cost on 600' free haul only.

Production:

Capacity = 30 C.Y. struck x 1.5 (swell factor) = 20 C.Y./Load

Cycle = Load - 2.0 Mins.
Haul - 1.4 Mins. (5 MPH)
Dump - 1.0 Mins.
Return - 1.4 Mins.
Lost - 1.0 Mins.

6.8 Mins/Trip

Trips/Hour = 50/6.8 = 7.35

Capacity/Hour = 7.35 x 20 x 3 units = 441 C.Y./Hour

113,500 ÷ 441 = 258 Hours Operation

1 - Foreman		3.95	
1 - Pickup			1.80
3 - TS-24	(3.80)	11.40	(37.50)112.50
1 - TS-12		3.70	29.50
1/2 Water Patrol		1.05	5.50
Overtime 5% on 20.90		1.05	
Ins. & Taxes 10% on 21.95		2.19	
		24.14	149.30
		= 258 Hours Operation	
Direct Cost	$44,747.52	6,228.12	38,519.40
Unit Cost	0.39¢/C.Y.		

4 - Load and Haul Common to Spruce Creek Fill

TS-24 units were used. Base cost on 600' free haul.

Production:

Capacity = 30 C.Y. struck x 1.2 (swell factor) = 25 C.Y./Load

Cycle = Same as A-3 = 7.35 Trips/Hour x 25 x 3 = 551 C.Y./Hour

41,000 C.Y ÷ 551 = 74 Hours

Same Spread as A-3

		24.14	149.30 x 74 Hours Operation
Direct Cost	$12,834.56	1,786.36	11,048.20
Unit Cost	0.313/C.Y.	0.044	0.269

SUMMARY - A	Total	Labor	Eqt. Oper.	Supplies
1 - Drill & Blast 132,000 C.Y.	57,265.98	14,000.48	17,490.00	25,775.50
2 - Load & Haul Rock to Select Topping	7,350.92	1,400.12	5,950.80	
3 - Load & Haul Rock to Spruce Creek Fill	44,747.52	6,228.12	38,519.40	
4 - Load & Haul Common to Spruce Creek Fill	12,834.56	1,786.36	11,048.20	
Cost of Work Performed	$122,198.98	23,415.08	73,008.40	25,775.59

(Stations 952+00 to 953+80)

B - Cost of Work Not Performed (Station [illegible] to 95+80)

Proposed Disposition of Materials -

132,000 C.Y. Rock to Waste
41,000 C.Y. Common to Waste

1 - Drill & Blast 132,000 C.Y. Rock

Hole Pattern - 15' x 15' = 8.34 C.Y./L.F. Hole

Hole Depth = 20'

Hole Depth Blasted = 18'

Yield = 18/20 x 8.34 = 7.5 C.Y./L.F. Hole

Total Drill Footage = 132,000 ÷ 7.5 = 17,600 L.F.

Number of Holes = 17.600 ÷ 20 = 880 Each

Powder Factor = 0.8#/C.Y.

Drill Production = 80 L.F./Hour/Drill

Bit Life = 1200 L.F.

Steel Life = 2880 L.F.

Drill Spread Time = 17.600 ÷ (2 x 80) = 110 Hours

Allow Spread Cost from A-1		33.02	41.25	
			x 110 Hours Operation	
Sub-total	$8,169.70	3,632.20	4,537.50	
Drill Steel - 6 Each				210.00
Bits - 15 Each				750.00
Powder - 105,600#				15,840.00
Caps - 880 Each				264.00
Misc. - 0.01/C.Y.				1,320.00
Direct Cost	$ 26,553.70	3,632.20	4,537.50	18,384.00
Unit Cost	0.201/C.Y.			

2 - Doze Material to Waste

D-9 tractors with dosers were to be used.

Production:

Allow - 1,000 C.Y./8 Hour Shift/Doser = 125 C.Y./Hour

173,000 ÷ (3 x 125) = 461 Hours of Operation

1 - Foreman		3.95	
1 - Pickup			1.80
3 - D-9s	(3.70)	11.10	68.10 (22.70)
Overtime - 5% on 15.05		0.75	
Ins. & Taxes - 10% on 15.80		1.58	
		17.38	69.90
		x 461 Hours Operation	
Direct Cost	$40,236.08	8,012.18	32,223.90
Unit Cost	0.233	0.047	0.186

SUMMARY - B	Total	Labor	Equ.Oper.	Supplies
1 - Drill & Blast	26,553.70	3,632.20	4,537.50	18,384.00
2 - Doze to Waste	40,236.08	8,012.18	32,223.90	
Cost of Work Not Performed (Stations 952+00 to 953+80)	$ 66,789.78	11,644.38	36,761.40	18,384.00

C - Cost of Work Performed (Station 970)

Actual Disposition of Material

173,000 C.Y. Common hauled to waste area and rehandled with dozer.

Production:

Haul distance of 600 feet w/75-Eh operation was same unit cost as A-4 (Page 5). Rehandle to waste was same unit cost as B-2 (Page 7)

173,000 C.Y. @ A-4	0.313	54,149.00	0.044	7,612.00	0.269	46,537.00
173,000 C.Y. @ B-2	0.233	40,309.00	0.047	8,131.00	0.186	32,178.00
Cost of Work Performed		$ 94,458.00		15,743.00		78,715.00

(Station 970 +

D - Cost of Work Not Performed (Station 970)

Proposed Disposition of Materials

173,000 C.Y. Common to Spruce Creek Fill

Productions:

With TS-24 scrapers on 600' free haul the same unit costs as A-4

Unit Cost	0.313	0.044	0.269
Cost of Work Not Performed (Station 970 ±)	$54,149.00	7,612.00	46,537.00

E - Delay Costs

Standby labor will be charged at same rate as operating labor for dozer operation and is therefore same as labor on B-2.

Operating Labor = $8,612.18 (Page 7)

Equipment Rental

	Replacement Cost	A.E.D. Rental	Months Delay	Amount
3- D-9 w/Dozer	170,[illegible].00	3.9	6,6[illegible].60	18,607.68
8- Airtrac Drills	17,[illegible].00	3.6	633.60	411.84
2- 600 CFM Compressors	32,[illegible].00	5.2	1,664.00	1,081.60
1- Flatbed	3,[illegible].00	3.8	144.40	93.86
1- Pickup	2,[illegible].00	6.1	134.20	375.76
				$ 20,570.74

SUMMARY OF CLAIM

A - Cost of Work Done (952-953)	122,198.98	
B - Cost of Work Not Done (952-953)	66,789.78	
		55,409.20
C - Cost of Work Done (970)	94,458.00	
D - Cost of Work Not Done (970)	54,149.00	
		40,309.00
E - Delay Cost		
Labor	8,012.18	
Equipment Rental	20,570.74	
		28,582.92
Total Direct Cost		124,301.12
Plus Contractor's Percentage Allowance (15%)		18,645.17
TOTAL AMOUNT OF CLAIM		$ 142,946.29

Sell this work Done by P.A. at last price

RECEIVED
MAR 21 1961
FOR FILING
RF-139 (14)
5143

March 21, 1961

Morrison-Knudsen Company, Inc.
603 Hoge Building
Seattle 4, Washington

Attention: Mr. J. A. Beyer
Seattle District Engineer

Dear Mr. Beyer:

In yesterday's mail we received your letter of March 17, 1961 protesting the amount of Final Estimate No. 48 on our Contract No. 5243.

Attached to your letter was the contract payment voucher of this estimate, in the amount of $84,7[illegible]8.57, which had been signed by Mr. Strandberg. The estimate is being routed through normal channels for payment.

Copies of your letter of protest are being forwarded to Mr. W. C. Williams, State Highway Engineer, and to Mr. Tom Edwards, Construction Engineer, for their consideration.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FOtjmc

cc: W. C. Williams
Tom Edwards
C. H. Maison (2)

Voucher estimate attached to Mr. Maison's copy

Morrison-Knudsen Company, Inc.

CONTRACTORS AND ENGINEERS

PRINCIPAL OFFICE
319 BROADWAY, BOISE, IDAHO

ADDRESS REPLY TO
603 HOGE BUILDING
SEATTLE 4, WASHINGTON

March 17, 1961

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. Floyd Query, Secretary

Gentlemen:

We are returning herewith the executed Estimate No. 28, Final, for Contract No. 5243, which is signed under protest.

We are in agreement with the total quantities shown on the estimate for the work covered under the bid items, but propose to submit a claim for additional compensation due us because we were not allowed to waste 173,000 yards of material between Station 952+00 and Station 953+80 as indicated on the plans and as such was a part of the contract work upon which our average price for Item 4, General Excavation, was predicated.

This claim has been discussed with Mr. L. R. Chandler on general principles and it is our present intention to meet with him on March 29th at which time we will formally submit to him the details of the claim.

Inasmuch as all work under the contract has been completed and we are in agreement with the quantities, we request that final payment of $82,798.57 be released to us immediately, and the additional amount for the claim to be submitted be released upon approval of our claim at a later date.

Very truly yours,

MORRISON-KNUDSEN COMPANY, INC.

J. A. Beyer
Seattle District Engineer

JAB:meb
Enc.

Cc: Fidelity & Deposit Co. of Maryland
Portland Branch Office
902 Failing Building
Portland 4, Oregon

Contract 1976 - Brookings

RECEIVED
MAR 23 1961

W.C Williams

March 20, 1961

FINAL COST ANALYSIS

Hodgkinson Cr. - Thomas Cr. | Grading | Prefix 8-1031

Contract No. 5243 | Contractor: Morrison-Knudsen Co. Inc. | Project BF-124(14)

Resident Engineer: R. L. Lammert

BF-124(14) NOTED W. C. WILLIAMS

Item 57.43

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing and Grubbing	100%	All	125,000.00		116,875.17	125,000.00
Drainage Excavation	23,970.42	Cu. Yd.	2.50	2.09	50,193.63	59,926.05
Embankment Found. Excav.	211,081.8	Cu. Yd.	0.45	0.33	70,080.52	94,986.81
General Excavation	3,869.789.9	Cu. Yd.	0.38	0.35	1,359,656.24	1,470,520.16
Short Overhaul	8,286,365.6	Yd. Mi.	0.01	0.0087	72,223.39	82,863.66
Long Overhaul	159,527.2	C-Yd. Sta.	0.40	0.377	60,219.86	63,810.88
Finish R.B. & Slopes	3.21	Mile	1,000.00	1,504.87	4,830.65	3,210.00
Rounding Cutbanks	12,000	Lin. Ft.	0.15	0.15	1,817.62	1,800.00
18" Asb. Prot. CMP	1,032	Lin. Ft.	5.20	4.06	4,193.90	5,366.40
24" Asb. Prot. CMP	1,005	Lin. Ft.	8.00	7.68	7,713.95	8,040.00
36" Asb. Prot. CMP	246	Lin. Ft.	15.00	14.11	3,471.93	3,690.00
42" Asb. Prot. CMP 8 ga.	334	Lin. Ft.	27.00	21.40	7,146.00	9,018.00
72" Asb. Prot. CMP 8 ga.	294	Lin. Ft.	50.00	43.05	12,658.45	14,700.00
8" Perf. Mtl. Dr. Pipe	41,502	Lin. Ft.	1.90	1.63	67,562.12	78,853.80
12" Perf. Mtl. Dr. Pipe	3,278	Lin. Ft.	3.00	2.29	7,490.36	9,834.00
18" Perf. Mtl. Dr. Pipe	14,083	Lin. Ft.	4.10	2.95	41,565.50	57,740.30
Special Backfill in Drains	14,532.06	Cu. Yd.	5.10	4.84	70,321.10	74,113.51
42" Asb. Prot. Ellip. Inlet	1	Each	220.00	180.75	180.75	220.00
78" Str. Plate Pipe 1/1 ga. 4 Bolt, 4 Skew	536	Lin. Ft.	70.00	63.00	33,772.70	37,520.00
78" Str. Plate Pipe 6/1 ga. 4 Bolt	120	Lin. Ft.	75.00	57.44	6,892.65	9,000.00
78" Str. Plate Pipe 5/1 ga. 4 Bolt	80	Lin. Ft.	82.00	57.45	4,595.10	6,560.00
78" Str. Plate Pipe 3/1 ga. 4 Bolt	96	Lin. Ft.	87.00	63.30	6,076.89	8,352.00

FINAL COST ANALYSIS - Contract No. 5243
Hooskanaden Creek-Thomas Creek Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
78" Str. Plate Pipe 1/1 ga. 4 Bolt	144	Lin. Ft.	88.00	63.00	9,073.27	12,672.00
78" Str. Plate Pipe 1/1 ga. 6 Bolt	256	Lin. Ft.	92.00	66.92	17,130.25	23,552.00
90" Str. Plate Pipe 10/1 ga. 4 Bolt, 2 Skew	386	Lin. Ft.	81.00	63.82	24,633.50	31,266.00
90" Str. Plate Pipe 8/1 ga. 4 Bolt	48	Lin. Ft.	85.00	64.29	3,085.86	4,080.00
90" Str. Plate Pipe 5/1 ga. 4 Bolt	32	Lin. Ft.	95.00	64.00	2,048.26	3,040.00
90" Str. Plate Pipe 3/1 ga. 4 Bolt	48	Lin. Ft.	100.00	64.29	3,085.86	4,800.00
90" Str. Plate Pipe 1/1 ga. 4 Bolt	72	Lin. Ft.	102.00	76.89	5,536.32	7,344.00
96" Str. Plate Pipe 10/1 ga. 4 Bolt, 4 Skew	312	Lin. Ft.	86.00	82.91	25,866.74	26,832.00
96" Str. Plate Pipe 8/1 ga. 4 Bolt	64	Lin. Ft.	91.00	86.11	5,511.13	5,824.00
96" Str. Plate Pipe 7/1 ga. 4 Bolt	72	Lin. Ft.	95.00	86.11	6,200.02	6,840.00
96" Str. Plate Pipe 5/1 ga. 4 Bolt	64	Lin. Ft.	105.00	101.74	6,511.13	6,720.00
96" Str. Plate Pipe 3/1 ga. 4 Bolt	72	Lin. Ft.	110.00	89.00	6,408.10	7,920.00
96" Str. Plate Pipe 1/1 ga. 4 Bolt	112	Lin. Ft.	115.00	97.93	10,968.15	12,880.00
96" Str. Plate Pipe 1/1 ga. 6 Bolt	328	Lin. Ft.	120.00	104.25	34,192.43	39,360.00
**Class A Concrete	696.67	Cu. Yd.	75.00	67.60	47,099.00	52,250.25
**Metal Reinforcement	65,645.3	Lbs.	0.16	0.14	9,190.34	10,503.25
Type 2 Fence	771.62	Rod	7.00	6.71	5,179.69	5,402.74
14" x 48" Metal Gates	3	Each	90.00	60.28	180.84	270.00
16" x 48 Metal Gate	1	Each	100.00	76.49	76.49	100.00
PA#1 18" CMP	464	Lin. Ft.	5.20	3.85	1,787.02	2,412.80
PA#2 General Excav.	664,720.9	Cu. Yd.	0.38	0.34	226,251.52	252,593.94
PA#2 Short Overhaul	308.2	Yd. Sta.	0.01	0.01	3.08	3.08
PA#3 Gen. Exc., Slide Mat'l	7,105.4	Cu. Yd.	0.38	0.34	2,415.83	2,700.05

FINAL COST ANALYSIS - Cont t No. 5243
Hooskanaden Creek-Thomas Creek Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA#4 Cement Adj. favor Contr.	62.05	Bbl.	6.80	6.80	421.94	421.94
PA#5 Purch. Exc. 24" CMP Asb. Prot.	174	Lin. Ft.	4.836	4.836	841.46	841.46
PA#5 Purch. Exc. 18" CMP Asb. Prot.	224	Lin. Ft.	3.08	3.08	689.92	689.92
PA#5 Purch. Exc. 18" CMP	170	Lin. Ft.	2.713	2.713	461.21	461.21
PA#5 Purch. Exc. 18" Perf. Mtl. Pipe	405	Lin. Ft.	2.382	2.382	964.71	964.71
PA#5 Purch. Exc. 12" Perf. Mtl. Pipe	70	Lin. Ft.	1.746	1.746	122.22	122.22
PA#5 Purch. Exc. 36" C.M. Bands	2	Each	9.49	9.49	18.98	18.98
PA#5 Purch. Exc. 24" C.M. Bands	17	Each	4.836	4.836	82.21	82.21
PA#5 Purch. Exc. 18" Mtl. Bands Asb.	8	Each	3.08	3.08	24.64	24.64
PA#5 Purch. Exc. 18" Mtl. Bands Ctd.	13	Each	2.713	2.713	35.27	35.27
PA#5 Purch. Exc. 18" Mtl. Bands Unct.	16	Each	2.302	2.302	36.83	36.83
PA#5 Purch. Exc. 8" Mtl. Bands	79	Each	1.182	1.182	93.38	93.38
PA#5 Purch. Exc. 18" Mtl. Pipe Elbows	3	Each	21.493	21.493	64.48	64.48
PA#5 Purch. Exc. Ranger Barbed Wire	21	Roll	8.761	8.761	183.98	183.98
PA#5 Purch. Exc. Type 2 Fld. Fence	15	Roll	18,493	18,493	277.39	277.39
PA#5 Purch. Exc. Studded Tee Posts	168	Each	0.954	0.954	160.27	160.27
PA#6 Borrow Excavation	32,144.6	Cu. Yd.	0.38	0.29	9,240.03	12,214.95
Force Account					100,660.63	109,432.68
					2,576,352.89	2,870,618.20

	Gross Revenue	Total Cost	Profit	% Profit
Morrison-Knudsen Co.	2,734,328.97	2,440,063.66	294,265.31	10.8%
*Warren K. Albertson	80,000.00	80,000.00		
**Sig Anderson	56,289.23	56,289.23		
	$2,870,618.20	$2,576,352.89	$294,265.31	10.3%

DETAIL OF COSTS - Contract No. 5243

Labor:			
Supervision		$ 182,471.61	
Labor		591,270.00	
Labor Insurance		69,636.74	
Health, Welfare and Pension		21,277.89	$ 864,656.24
Materials:			
18" Asb. Prot. Corr. Metal Pipe	1,032 Lin. Ft. @ $3.09	3,188.88	
18" Asb. Prot. Corr. Metal Bands	54 Each @ $3.09	166.86	
24" Asb. Prot. Corr. Metal Pipe	1,005 Lin. Ft. @ $4.80	4,824.00	
24" Asb. Prot. Corr. Metal Bands	49 Each @ $4.80	235.20	
36" Asb. Prot. Corr. Metal Pipe	246 Lin. Ft. @ $9.54	2,346.84	
36" Asb. Prot. Corr. Metal Bands	9 Each @ $9.54	85.86	
42" Asb. Prot. Corr. Metal Pipe	334 Lin. Ft. @ $17.97	6,001.98	
42" Asb. Prot. Corr. Metal Bands	17 Each @ $17.97	305.49	
72" Asb. Prot. Corr. Metal Pipe	294 Lin. Ft. @ $31.37	9,222.78	
72" Asb. Prot. Corr. Metal Bands	11 Each @ $62.73	690.03	
8" Perf. Metal Drain Pipe	41,502 Lin. Ft. @ $1.17	48,557.34	
8" Perf. Metal Drain Bands	2,059 Each @ $1.28	2,635.52	
12" Perf. Metal Drain Pipe	3,278 Lin. Ft. @ $1.76	5,769.28	
12" Perf. Metal Drain Bands	166 Each @ $1.70	282.20	
18" Perf. Metal Drain Pipe	14,083 Lin. Ft. @ $2.39	33,658.37	
18" Perf. Metal Drain Bands	714 Each @ $2.31	1,649.34	
Special Backfill in Drains	14,532.06 Cu. Yd. @ $1.12	16,275.91	
42" Asb. Prot. Ellip. Inlet	1 Each @ $114.75	114.75	
78" Str. Plate Pipe 1/1 ga. 4 bolts, 4 skew	536 Lin. Ft. @ $49.92	26,757.12	
78" Str. Plate Pipe 8/1 ga. 4 Bolt Ctd.	120 Lin. Ft. @ $44.35	5,322.00	
78" Str. Plate Pipe 5/1 ga. 4 Bolt Ctd.	80 Lin. Ft. @ $44.35	3,548.00	
78" Str. Plate Pipe 3/1 ga. 4 Bolt Ctd.	96 Lin. Ft. @ $49.92	4,792.32	
78" Str. Plate Pipe 1/1 ga. 4 Bolt Ctd.	144 Lin. Ft. @ $49.92	7,188.48	
78" Str. Plate Pipe 1/1 ga. 6 Bolt Ctd.	256 Lin. Ft. @ $49.92	12,779.52	
90" Str. Plate Pipe 10/1 ga. 4 Bolt, 2 Skew	386 Lin. Ft. @ $51.76	19,979.36	
90" Str. Plate Pipe 8/1 ga. 4 Bolt Ctd.	48 Lin. Ft. @ $51.76	2,484.48	
90" Str. Plate Pipe 5/1 ga. 4 Bolt Ctd.	32 Lin. Ft. @ $51.76	1,656.32	
90" Str. Plate Pipe 3/1 ga. 4 Bolt Ctd.	48 Lin. Ft. @ $51.76	2,484.48	
90" Str. Plate Pipe 1/1 ga. 4 Bolt Ctd.	72 Lin. Ft. @ $51.76	3,726.72	
96" Str. Plate Pipe 10/1 ga. 4 Bolt, 5 Skew	312 Lin. Ft. @ $62.96	19,643.52	
96" Str. Plate Pipe 8/1 ga. 4 Bolt Ctd.	64 Lin. Ft. @ $62.96	4,029.44	
96" Str. Plate Pipe 7/1 ga. 4 Bolt Ctd.	72 Lin. Ft. @ $62.96	4,533.12	
96" Str. Plate Pipe 5/1 ga. 4 Bolt Ctd.	64 Lin. Ft. @ $62.96	4,029.44	
96" Str. Plate Pipe 3/1 ga. 4 Bolt Ctd.	72 Lin. Ft. @ $65.85	4,741.20	
96" Str. Plate Pipe 1/1 ga. 4 Bolt Ctd.	112 Lin. Ft. @ $65.85	7,375.20	
96" Str. Plate Pipe 1/1 ga. 6 Bolt Ctd.	328 Lin. Ft. @ $65.85	21,598.80	
18" Corr. Metal Pipe	464 Lin. Ft. @ $2.73	1,266.72	
18" Corr. Metal Bands	22 Each @ $3.03	66.66	
Materials used in Force Account		19,485.47	313,499.60

DETAIL OF COSTS CONT'D - Contract No. 5243

Equipment Rentals and Miscellaneous Supplies:		
Equipment Rental	843,459.77	
Gas, Oil and Grease	158,874.87	
Bond	14,603.09	
P.U.C.	1,267.90	
P.L. and P.D. Insurance	9,671.77	
Small Tools and Miscellaneous Supplies	18,360.45	
Freight and Cartage	26,470.10	
Explosives	107,170.00	
Amt. paid Warren K. Albertson for Clearing	80,000.00	
Amt. paid Sig Anderson for Concrete Work	56,289.23	
Home Office and General Overhead	82,029.87	
		1,398,197.05
TOTAL COST		$ 2,576.352.89

Remarks - Contract No. 5243

This was a "Federal Aid Primary Project" calling for the grading of 3.21 miles of highway roadbed on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County.

The contract was bid May 29, 1958, awarded July 8, 1958. Work started June 23, 1958 and the project was completed October 17, 1960.

A large portion of the clearing was subcontracted by Warren K. Albertson who moved in four D-8 cats with dozers and a crew of 14 men on June 23rd and started the clearing. He worked until July 14th when work ceased due to the labor strike. Work was resumed August 18th with good progress on the dlearing but could not burn the brush at all times due to the fire hazard. A large amount of the brush was piled during the dry weather and burned in the spring when the forest area was damp. The prime contractor also assisted in some of the clearing and grubbing.

The contractor moved in two D-8 cats with dozers and started pioneering roads for the heavy grading equipment on June 25th. Good progress was made on this work and the grading equipment was moved in July 9th which consisted of three D-8 cats and scrapers, two D-9 push cats, three TS-24's and one turnapull scraper unit. Very good progress was made on the excavation during the summer and fall season. Grading operations were closed down October 22nd due to wet weather and were resumed on April 6, 1959 with the same equipment. Good progress was made on the excavation until solid rock was encountered, slowing the operation somewhat. The contractor moved in two 600 c.f. compressors and two air trac drills to Sta. 863 where the material that could not be ripped was drilled and blasted. He also encountered solid rock at Stations 933, 937, 947, 953 and 958. This rock, when drilled and blasted, broke small and was moved with the grading equipment. During the winter months of 1959 several slides occurred. Those at Stations 946 and 972 were removed with three TS-24's, two D-9 push cats and one D-8 cat with dozer on the fill. Good progress was made on this excavation and a profit was realized.

The contractor used a D-8 cat with a boom attachment and a crew of between 4 to 14 men on the culvert pipe installations. There was a large quantity of culvert pipe used on this project and good progress was made on the installations. Large pipes of 78", 84" and 90" diameters were placed on the fill slopes to prevent erosion. This work was performed on a force account basis. A total of 58,863 lin. feet of perforated metal drain pipe was placed on the project and good progress was made on the installation realizing a profit.

The concrete work was done by Sig Anderson, cement contractor, at below bid prices making a profit for the contractor.

Remarks Cont'd - Contract No. 5243

The contractor had good bid prices, good equipment and good supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
MAR 14 1961
FOR FILING
BF-124(14)
5243

March 13, 1961

Fidelity & Deposit Co. of Maryland
Portland Branch Office
902 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5243 for grading the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County was completed by the contractor, Morrison-Knudsen Co. Inc., on October 17, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $82,798.57 will be released to the contractor after acceptance by the Commission. The total contract amount is $2,870,618.20, of which amount $109,432.68 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

cc: Morrison-Knudsen Co. Inc.,
603 Hoge Bldg.,
Seattle 4
Washington

RECEIVED
JAN 13 1961
FOR FILING
BF 124(14)
5243

January 12, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed October 17, 1960, on Contract No. 5243, Hooskanaden Creek-Thomas Creek Section, in Curry County, in connection with Federal Aid Project No. BF-124(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Form E-1—(Rev.)—

EF-124(14)
F5243

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 24, 1960

Section Hooskanaden Creek-Thomas Creek
Kind of work Grading

Highway Oregon Coast County Curry
Section prefix 8-1031

Contractor Morrison-Knudsen Co. Inc.
Contract number 5243

Date of contract July 8, 1958
Specified work days 350

Date work started June 3, 1958
Work days used 286

Project authorization $3,265,588.13
Exclusive of engineering $3,033,368.53
Per cent of time elapsed 82 %

Estimated cost of completed project, exclusive of engineering $2,886,908.43

Estimated per cent overrun or underrun . . . . . 4.8 %

Per cent of contract completed, based on estimated cost . . . . . 100 %
Engineering authorization $232,219.60

Engineering cost to date $165,724.61, 71.4 %
Date project was completed October 17, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING & Force Account	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100				

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final completed and will deliver to Roseburg Tuesday December 27, 1960

NOTED

NOTED
FORREST COOPER

Signed R. L. Lammert
Address Box 1067
Brookings, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.21				
Miles partially completed	3.21				
Miles completed	3.21				
Total estimated quantities (contract)	4,303,000 CY				
Total quantities corrected to date	4,784,842.6				
Estimated quantities moved or placed to date	4,784,842.6				
Average daily quantities	16,730.2				
Average daily quantities necessary to complete project on time	Completed				
Number shifts per day	0				
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
NOV - 9 1960
FOR FILING
BF-124(14)
5243

November 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3-supplemental covering extra clearing and pioneering for slide removal on the Hoeskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5243, in connection with Federal Aid Project No. BF-124(14).

The original Order for Extra Work covering this work was approved by the BPR August 17, 1959. There has been more work required than anticipated and this supplemental Order No. 3 is to cover the overrun.

Verbal approval has been given by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
NOV - 1 1960
FOR FILING
B7-12.4(1-1)
5243

November 4, 1960

Fidelity & Deposit Co. of Maryland
Portland Branch Office
900 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Morrison-Knudsen Co. Inc., a portion of the funds heretofore retained by the Commission on contract #5243 for grading the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County.

This payment, in the amount of $45,225.07, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $82,512.18. The present payment will be released on or after November 14, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

RECEIVED
OCT 2 : 1960
FOR FILING
137-124 (11)
5243

Salem, Oregon
October 21, 1960

Reduction of retained percentage

Mr. C. H. Hainen
Auditor
O F F I C E

This is to authorize the reduction of the retained percentage to 3% of contract amount on Contract No. 5243, Hoosmanden Creek-Thorne Creek Section in Curry County, by approval of the Deputy State Highway Engineer.

R. L. Porter
Office Engineer

RECEIVED
OCT 2 1960
FOR FILING
137-124(14)
5243

Salem, Oregon
October 21, 1960

Reduction of retained percentage

Mr. C. H. Nelson
Auditor
O F F I C E

This is to authorize the reduction of the retained percentage to 3% of contract amount on Contract No. 5243, Hoodcamadon Creek-Thorns Creek Section in Curry County, by approval of the Deputy State Highway Engineer.

R. L. Porter
Office Engineer

RECEIVED
AUG 9 - 1960
FOR FILING

August 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering flume outlets on the Hoeleamadan Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5243, in connection with Federal Aid Project No. NF-12(14).

Due to slides, erosion and excessive water runoff it is necessary to construct additional metal pipe and flume outlets on this project. Erosion in outlet channels, which were constructed according to the plans, has caused severe damage to the flume outlets.

It is proposed to extend the flumes beyond the danger point with corrugated metal pipe. Transition sections between the flumes and pipe will be constructed.

The following are portions of Assistant Division Engineer's letter regarding the work:

"At Spruce Creek we now have a 90" multiple plate pipe under the roadway fill. It is proposed to make a shaped concrete transition from the present end of the concrete flume into an 84" coated corrugated metal pipe 180' long.

"At Horse Prairie Creek the roadway culvert is a 96" multiple plate. It is proposed to use 60' of 90" corrugated metal pipe with a concrete transition section from the flume end to the end of the pipe.

"At Chinn Creek we now have a 72" multiple plate under the main roadway and it is proposed to use 120' of 72" corrugated metal pipe canted with a concrete transition section from the present end of the flume.

"Some dozer work will be required at each of the above locations in order to insure safety of the pipe to be added and in order to bed it. It will also be necessary, on the pipe to be laid down the slope at Horse Prairie Creek, to bed it into the stream bed and to cover it with about 4' of material in order to protect it against displacement from a potential slide above."

Two sheets of detail drawings showing this work are being transmitted with the order. Verbal approval for this work has been given by the B.P.R. Area Engineer. This is the only work remaining on the project and the contractor is starting the work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Enc.

RECEIVED
APR 13 1960
FOR FILING
BF 124(14)
5243

April 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering emergency repair of culvert outlet areas on high fills on the Hoochanaden Creek- Thomas Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5243, in connection with Federal Aid Project No. BF-124(14).

Immediate repairs are necessary at Spruce, China and Horse Prairie Creek culvert outlets on this project.

At these points, the material upon which the culverts and flumes discharge will not withstand the washing of the discharge during heavy rains. The slopes are steep and have washed back under the ends of the outlets to the extent that the courses could be changed and reach the middle and lower parts of the high fills.

The emergency work will entail some dozer work, cement sack rip-rap and possibly other devices as the repair progresses.

Prior verbal approval has been given by the BPR Area Engineer and the Field authorized to proceed with the emergency repair as of April 7, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:sw
Encl.

RECEIVED
APR - 8 1960
FOR FILING
(F-24(14)
5545

April 8, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As requested, we furnish herewith the volumes of slides and the methods used in paying for their removal, also, the amounts that were provided for slide removal in the original project authorizations on these projects between Burnt Hill and Brookings on the coast highway in Curry County.

Those of us familiar with the Oregon coast terrain and climate know that many sectors of it are potential slide areas. We, also, know that while it is possible to predict that slides are likely to occur, to attempt to estimate the size, exact location and frequency of occurrence of possible slides is a matter of speculation. Because conditions causing and having to do with such situations are so variable, it is virtually impossible for a contractor to intelligently bid on slide correction or removal before the slide takes place. For this reason, this department has always avoided using a contract bid item for slide removal in conjunction with grading contracts. Such practice would require contractors to bid blind and would increase the cost to the public.

On these contracts where slides are likely to occur, funds are provided in the original project authorization for removal and correction. We then rely on Section 1.4.6 of our Standard Specifications, which in effect states that when necessary work in connection with a contract is encountered and for which the contract bid prices do not apply; that the extra work shall be done at prices agreed on between the contractor and the state highway engineer. If it is not possible to agree on a satisfactory price, the work may be ordered by the engineer to be performed on a force-account basis. These procedures were all followed on the section between Burnt Hill and Brookings.

The details as to slide removal on the four projects involved are as follows:

BF 124(11), Contract No. 5094, Cape Perrelo-Brookings Section. 4.16 miles grading. Original project authorization $1,354,078.13 $100,000.00 was provided in the original project authorization for the removal of slides. Slide removal on this contract was handled by Price Agreement No. 6 which consisted of three items:

Slide Excavation	322,658.3	cu. yds. at	80.41	391,289.90
Overhaul	603,030	yd. sta. at	0.01	6,030.10
Long Overhaul	5,360	C-yd. sta. at	0.50	2,680.00
		Total		$400,000.00

In this case, the unit prices bid for slide removal and haul are identical with the contract bid prices for general excavation and haul. Due to difficulty in trying to separate overhaul quantities on slide excavation from overhaul quantities on general excavation, the above haul quantities are approximate only.

BF 124(12), Contract No. 5137, Thomas Creek-Cape Perrelo Section. 3.93 miles grading. Original project authorization $2,082,916.13 $150,000.00 was provided in the original authorization for the removal of slides. Slide removal was handled by a combination of force account work and work under price agreement. The slides were in such condition that the contractor could not excavate and haul the material with his equipment without considerable preparatory work. The preparation consisted of clearing operations in the slide area and breaking down the entire slide (which was largely dozer work) so that it could be loaded and hauled with the available equipment. The preparation was handled by RPO No. 3 on a force account basis and the final cost was $35,000.77. The slide was then excavated and hauled to embankment by Price Agreement No. 2 which consisted of the following three items:

Slide Excavation	201,693.4	cu. yds. at	$0.34	$68,575.76
Overhaul	851,960	yds. sta. at	0.004	3,407.84
Long Overhaul	4,541	C-yd. sta. at	0.40	1,016.40
		Total		$73,000.00

The unit prices in the price agreement are the same as those bid for general excavation and haul in the contract.

BF 124(13), Contract No. 5204, Burnt Hill-Hoosimaha Creek Section. 3.55 miles grading. Original project authorization $1,711,790.44 $150,000.00 was provided in the original authorization for the removal of slides.

Slide removal on this project was handled in the same manner as BF 124(12). The breakdown of the slide area, extra clearing and reshaping of cutbanks was done under BPO No. 3 on a force account basis for a cost of $48,760.17. The slide removal was done on a price agreement with no charge for haul in this case.

Slide Excavation	422,036.9 cu. yds.	at $0.30	$126,611.07

The unit price of $0.30 is the same as bid for general excavation in the contract.

BF 124(14), Contract No. 5243, Hoodsmeadow Creek-Thomas Creek Section. 3.21 miles grading. Original project authorization $3,265,588.13. $300,000.00 was provided in the original authorization for the removal of slides. Slide removal on this project is handled in the same manner as BF 124(12) and BF 124(13). Breakdown of slide areas and extra clearing was done under BPO No. 2 and No. 3 on a force account basis for a cost to date of $32,081.39. The slide removal is being done under Price Agreement No. 2, the estimated amounts being:

Slide Excavation	400,000 cu. yds.	at	$0.38	$152,000.00
Overhaul	400,000 yd. stas.	at	0.01	4,000.00
Long Overhaul	2,500 C-yd. stas.	at	0.40	1,000.00
			Total	$157,000.00

As this contract is not completed, we can furnish estimated quantities only.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw
Enc.

cc. Forrest Cooper
Tom Edwards

RECEIVED
OCT 3 0 1959
FOR FILING
BF-124(14)
5243-13

October 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the placing of rock facing on fill slopes for erosion control on the Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5243, in connection with Federal Aid Project No. BF-124(14).

The fill slopes on this project are substantially complete. They were constructed in a workmanlike manner and according to specifications. Much of the material, however is very subject to erosion.

It is now evident that there will be a surplus of rock in the cut between Patrick and Spruce Creeks. It is desired to use this material to form a blanket over the vulnerable fill slopes to prevent erosion.

Excavation and haul will be paid under contract items and the extra cost of placement (mostly dozer work) will be covered by this order.

This work has been verbally approved by the B.P.R. Area and District Engineers.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.
DBP:cr

RECEIVED
AUG 17 1959
FOR FILING

5243

August 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering breaking down and pioneering slides and slide areas and extra clearing on the Hoosksmadon Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5243, in connection with Federal Aid Project No. BF-124(14).

This work is necessary to prepare slide areas so the slide materials can be moved with normal earth moving equipment. It is proposed to do the slide removal at contract excavation and haul prices under Price Agreement No. 2.

Due to the necessity of removing slide material in the cut at Station 915-938 so that excavation could continue, some work has been done.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

P. H. Stephenson
Asst. State Highway Engineer

Enc.

RECEIVED
APR - 1959
FOR FILING

BF 124(14)
5243

April 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering slide removal and extra clearing on the Hoosksnaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5243, in connection with Federal Aid Project No. BF-124(14).

Extensive drainage, as provided for in the plans, is necessary in areas noted on this order. Clearing, in addition to that required by the drainage and removal of slides in these areas is necessary to prevent blocking the creeks or washing debris into the culverts.

Clearing required for drainage has uncovered soil which is now loosening and sliding and has removed protection, from wind action, from trees which now threaten the intake end of the multiplate culverts.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

A

RECEIVED
JAN 30 1959
FOR FILING

RF 124(14)
5243

January 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering slide removal and protection of culverts on the Hoosanaden Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5243, in connection with Federal Aid Project No. BF-124(14).

January 13, 1959, a slide on the north side of the canyon of Miller Creek occurred. It crossed the random fill, moved and crushed a 24 foot section of the inlet end of the 72 inch multi-plate culvert. Emergency work was necessary to open the culvert and release water which had risen 19 feet above the culvert.

It was also necessary to sand bag the 96 inch multi-plate pipe intake at Miner Creek to save the culvert. This was due to the very heavy water run-off and failure of the other structure.

The estimated cost of the work at Miller Creek is $2,000, sand bagging at Miner Creek $600 and $300 to complete the work of protecting culvert inlets to insure no further lifting from hydraulic pressure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

RECEIVED
JAN 16 1959
FOR FILING

When replying, refer to:
08-35.1

BF 124(14)

5243

January 15, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project BF-124(14), Hooskanaden Creek-Thomas Creek Section, Oregon Coast Highway, State Contract No. 5243 - Order for State Force Work No. 224-238, Seeding and Mulching Slopes. Estimated Total Cost $19,200. Federal Funds $11,520.

Dear Sir:

We are approving the use of State Forces as being in the public interest under the provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has specialized equipment and trained personnel to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
JAN 12 1939
FOR FILING
BF 124 (14)

January 9, 1939

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224, 238 covering seeding and mulching on the Hookinaden Creek-Thanks Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5243, in connection with Federal Aid Project No. BF-124(14).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews.

Your approval of this order, at agreed unit prices, under the provisions of FPR 21-6.3 is requested.

The total estimated amount of the order is $19,200 with Federal participation of $11,520.

Very truly yours,

H. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

RECEIVED
FOR WIRING
OREGON DISTRICT

When replying, refer to:
08-35.4 5243

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project BF-124(14), Hooskanaden Creek - Thomas Creek Section, Oregon Coast Highway, State Contract No. 5243 - Order for State Force Work No. 233 - Furnish and Install Horizontal Drains in Cut Slopes. Estimated Total Cost: $18,000, Federal Funds: $10,800

Dear Sir:

We are approving the use of State forces as being in the public interest under the provisions of PPM 21-6.3, on an agreed unit price basis, for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be accomplished as the contractor's work progresses and necessity arises in order to remove excessive subsurface drainage and, thereby, prevent extensive damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered, and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

copy to Division V

RECEIVED
NOV - 5 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
OCT 27 1958
FOR FILING

October 23, 1958

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 233 covering installation of horizontal drains on the Tenmile Creek-Threemile Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5243, in connection with Federal Aid Project No. IF-12A(14).

This work is necessary to drain out slopes and for slide control throughout the project. The contractor is not equipped to do this work, while the State has the necessary drilling equipment operated by experienced crews. It will be necessary to place the drains as the contractor's work progresses and most areas, making it impractical and uneconomical to contract this work.

Your approval of this order at agreed unit prices under the provisions of MM 21-6.3 is requested.

The total estimated cost of this order is $12,000.00 with Federal participation of $10,000.00.

Very truly yours,

R. H. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:bb

Encl.

FORM E-125 SM 4-58

RECEIVED
JUL 23 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5243

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 25, 1958

Morrison-Knudsen Company, Inc.
Project Office
Box 966
Brookings, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5243, awarded July 8, 1958, for grading on the Hookanadan Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 10 1958
FOR FILING

July 9, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 19, 1958, on Contract No. 5243, Hoonkanadon Creek-Thomas Creek Section, in Curry County, in connection with Federal Aid Project No. BF-124(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

RECEIVED
JUL 17 1958
FOR FILING

5243

July 8, 1958

Morrison-Knudsen Co., Inc.
603 Hoge Building
Boise, Idaho

Gentlemen:

The State Highway Commission on June 19, 1958 accepted your proposal for grading the Hooskanaden Creek-Thomas Creek Section of Oregon Coast Highway, Curry County, for the sum of $2,554,745 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5243.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glasgow
Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 8, 1958

Morrison-Knudsen Co., Inc.
603 Hoge Building
Seattle, Washington

Contract for grading the Hooskanaden Creek-Thomas Creek Section of Oregon Coast Highway, Curry County, for which you submitted low bid on May 29, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

RECEIVED
JUL
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

5243 08-35.4-0

July 8, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BF-124(14), Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway, we hereby concur as of this date in award of contract No. 5243 to Morrison-Knudsen Co., Inc. of Boise, Idaho, low bidder in the amount of $2,554,745.00 at the May 29, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
JUL 9 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 9 - 1958
FOR FILING

July 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Hookanadon Creek-Thomas Creek Section of the Oregon Coast Highway in Curry County, Project NF-124(14), to the Morrison-Knudsen Co., Inc., of Boise, Idaho, on the basis of the bid of $2,554,745.00 submitted on May 29, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

RECEIVED
JUN 4 1958
FOR FILING

Salem, Oregon
June 3, 1958

Hooskanaden Creek-Thomas
Creek Section, US101

Mr. Tom Edwards

I have been contacted by a Mr. Strandberg of the Morrison-Knudsen Company, 603 Hoge Building, Seattle, Washington, whose telephone number is Main 2-3073, with reference to the award of contract on this project. The Morrison-Knudsen Company was low bidder. I told him we would recommend to the Highway Commission that award be made as soon as the right of way was cleared.

The Right of Way Department advises that the right of way is clear except for the sections between Stations 889-894 and Stations 960-983 but that in the section between Stations 894 and 932 there is some timber which the former owner is to remove before turning over the land to us. The Right of Way Department anticipates that this will be within the next two or three weeks.

Mr. Strandberg was advised that any work that he does on this project prior to official award by the Commission was at his own risk but that we would not run him off the job if he started work.

Mr. Strandberg asked that he be advised as soon as the right of way in these three sections was cleared even though we were not in a position to make an award at that time.

GSP:gs
cc Mr. W. C. Williams
Mr. Forrest Cooper

G. S. Parson

RECEIVED
OREGON DISTRICT
08:35.4

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 14, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BF-124(14), Hooskanaden Creek-Thomas Creek Section of the Oregon Coast Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
Acting Division Engineer

323-1709 Ontario (W. Idaho Ave.) Sec. (Stone Base and Paving) 1958

#5244

Form A-150—10M—6-58

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
FEB 4 1959

Invoice No. 59178

Date February 3, 1959

Your Req. No.

Billing Request No. co 166

Credit Distribution: 323-1709-295

City of Ontario
Ontario, Oregon

Attention: Mr. Elden S. Mills
City Recorder

Final Billing: City share of total cost of W. Idaho Avenue paving project, covered by agreement dated March 3, 1958.

Advance Deposit		$11,500.00
Total cost as per attached	$25,890.57	
Less agreed State share	20,000.00	
Agreed City share		5,890.57
To be refunded		5,609.43

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

State Printing 13107

NOTED
Harold C. Ayers

NOTED

January 30, 1959

Mr. Eldon S. Mills
City Recorder
Ontario, Oregon

NOTED
V. R. JONES

NOTED
John F. Hegenauer

Dear Mr. Mills:

Final costs on the Special City Allotment Project on West Idaho Avenue are now available, and as shown on the attached statement, the city's share of the total cost is $5,890.57.

As the city has made an advance deposit in the amount of $11,500, a refund of $5,609.43 is due the city. A check in this amount will be forwarded by our Accounting Division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

HCA:cg
Att.

Form A-191

OREGON STATE HIGHWAY DEPARTMENT

NOTED
Harold C. Ayers

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:

City of Ontario

Ontario, Oregon

Attention of Mr. Eldon S. Mills, City Recorder

Request No. (assigned by staff engineer or head of division) cc-466

Date January 30, 1959

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing: City share of total cost of W. Idaho Avenue paving project, covered by agreement dated March 3, 1958.

Total City share: $5,890.57 (See attached statement)

Itemized Statement:

Advance Deposit- - -$11,500.00

Quantity	Unit	Description		Unit Price	Amount
		Total Cost	$25,890.57		
		Less Agreed State Share	20,000.00		
		Agreed City Share - - - - - - -			$ 5,890.57
		REFUND DUE CITY - - - - - - - -			$ 5,609.43

Has payer made payment for this service?

If so, what is amount of payment? . . . . . $

Has payer made a deposit with the department to guarantee payment? YES

If so, what is amount of deposit? $11,500.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? NO

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution:

323-1709-295

Submitted by:

Mr. H. C. Ayers

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

January 30, 1959

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

CONTRACT NO. 524
ONTARIO Special City Allotment Project
W. Idaho Avenue: Paving

PAYMENTS TO CONTRACTORS

Item	Qty.	@	Total
1. Sprinkling	43.2 M/gal.	$ 4.00	$ 172.80
2. Preparation of base	0.47 mile	1,500.00	705.00
3. MC-2 asphalt in binier	19.57 tons	60.00	1,174.20
4. Class "B" asphaltic concrete	2208.13 tons	10.00	22,081.30
-. Force Account (Flagging)			19.54

Subtotal Contract Items	$24,152.84
Engineering & Contingencies	1,569.83
Survey	167.90
Total Cost	$25,890.57
Agreed State Share	20,000.00
City Share	$ 5,890.57
City Advance Deposit	11,500.00
REFUND DUE CITY - - - - - - - -	-$ 5,609.43

HCA:cg

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

Nov. 13, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3247	3-Final	Russell Olson Const. Co., Inc.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
52hh	H228273	$ 724.59 11/13/58
26304		

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G P Winchcomb
ACCOUNTING DIVISION

Specified completion date: 60 workdays from July 21, 1958

Time Extensions: None

Completion Date: Sept. 26, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 14, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

[redacted]
[redacted]

C. W. Head

C. W. Head
Assistant Secretary

Warrant Mailed: NOV 17 1958

NOTED ON CARD

RECEIVED
NOV 6 - 1958
FOR FILING

Nov. 5, 1958

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5244, for paving on the Ontario (W. Idaho Ave.) Section in Malheur County was completed by the contractor, Russell Olson Construction Co., Inc., on Sept. 26, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $724.59 will be released to the contractor on or after November 15, 1958. The total contract amount is $24,152.84, of which amount $19.54 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Carl R. Small
414 Failing Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
OCT 14 1958
FOR FILING

Oct. 14, 1958

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Construction Co., Inc., in connection with Contract No. 5244, for paving on the Ontario (W. Idaho Avenue) Section in Malheur County.

This payment, in the amount of $21,854.15, will be released to the contractor on or after October 24, 1958. The retained percentage is $724.59.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Carl R. Small
414 Failing Bldg.
Portland, Oregon

NOTED ON CARD

Form E-1

323-1709

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 5, 1958

Section Ontario (West Idaho Avenue)

Kind of work Paving

Highway City Street County Malheur

Section prefix 323-1709-900

Contractor Russell Olson Construction Co., Inc.

Contract number 5244

Date of contract July 11, 1958

Specified work days 60 (July 21, 1958)

Date work started September 4, 1958

Work days used 17

Project authorization . . . . . $ 31,313.25
Exclusive of engineering . . . . $ 29,086.53

Per cent of time elapsed 28 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 24,152.84

Estimated per cent overrun or underrun . . . . . 15.8 %

Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering authorization . . . . $ 2226.72

Engineering cost to date $ 1319.42, 59 %

Date project was completed September 26, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi Final Estimate was mailed to Division office on Tuesday September 30, 1958.

CONSTRUCTION DIVISION
RECEIVED
OCT - 6 1958
NOTED-- CE ACE ACE COE

Signed [signature]

Address P.O.Box 3, Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				0.47	0.47
Miles partially completed					
Miles completed				0.47	0.47
Total estimated quantities (contract)				22	2250
Total quantities corrected to date				19.6	2108
Estimated quantities moved or placed to date				19.6	2108
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM E-123 SM 4-58

RECEIVED
1958

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

5244

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

August 5, 1958

Russell Olson Construction Co., Inc.
144 S. E. First St.
Pendleton, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5244, awarded July 11, 1958, for paving on the Ontario (W. Idaho Ave.) Section in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 23 1958
FOR FILING

Salem, Oregon
July 25, 1958

West Idaho Avenue Section
Ontario, Oregon

Mr. Leonard I. Lindas

This is in response to your request for data on the prices for the paving of the West Idaho Avenue Section in Ontario. Two bids were received for this project at the bid opening on May 29, 1958. These bids were as follows:

Russell Olson Construction Company	$27,734.00
C. E. Lesoberg	33,064.00

The engineer's estimate on the project, prepared prior to opening of bids, was $26,641.50. Since the low bid was less than 10 percent above the estimate, the project was referred to the engineer with the order to award when the City concurred. This is our usual practice in considering the award or rejection of bids.

I have checked on the average unit price on these small city jobs that we have received for the past year. The following tabulation contrasts these averages with the engineer's estimate and the bid of Russell Olson.

Item No.	Item		Average Bid 1958 City Jobs	Engineer's Estimate	Low Bid
1.	3/4"-0 Material in leveling course	1,060 cu. yds.	$ 3.55	$ 3.75	$ 2.50
2.	Sprinkling	26 M-gals.	3.96	4.00	4.00
3.	Preparation of base	0.47 mile	1050.00	750.00	1500.00
4.	3/4"-0 Material in binder course	130 cu. yds.	4.47	5.00	3.50
5.	M-C Asphalt in binder course	22 tons	56.90	60.00	60.00
6.	Class "B" Asphaltic concrete	2,250 tons	9.68	9.00	10.00

If the average prices are used with the quantities bid on, the contract amount would have been $27,967.16. This is about $1,300 above the engineer's estimate and $233 higher than the low bid. Since the low bid was only 4.1 percent above our estimate and below the average cost of such jobs, we were entirely justified in recommending award.

It has been reported to me that the City received a bid of $6.20 per ton for Class "B" asphaltic concrete, which is far below the $10.00 in our contract. I have no information that would explain such a low bid.

G. S. Paxson

GSPigs

cc Mr. W. C. Williams

ONTARIO (W. IDAHO AVE.) SECTION

MALHEUR COUNTY

City Project
0.47 Mile of Stone Base and Paving — Bids Received May 29, 1958

1.	1,060 cu. yds.	3/4" - 0 Material in Leveling Course	$3.75	$ 3,975.00	3763.-
2.	26 M-gals.	Sprinkling	4.00	104.00	97.76
3.	0.47 mile	Preparation of Base	750.00	352.50	493.50
4.	130 cu. yds.	3/4" - 0 Material in Binder Course	5.00	650.00	581.10
5.	22 tons	MC-2 Asphalt in Binder Course	60.00	1,320.00	1251.80
6.	2,250 tons	Class "B" Asphaltic Concrete	9.00	20,250.00	21780.-
			For Comparison of Bids	$ 26,651.50	27.967.16

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$26,651.50
Anticipated Additional Item: Flagging (State Share)	100.00
	$26,751.50
Engr. & Cont. (12½%)	3,343.94
Estimated Net Authorization, Constr.	$30,095.44

Bids Received by City of
Ontario for Paving City Streets

1. 3/4" -0 in Leveling Crs & Binder Crs.	2.00	Cy
2. Sprinkling	3.00	M Gal
3. MC-2 in Binder	30.00	Ton
4. Class "B" Asphaltic concrete	6.20	Ton

Ontario (W. Idaho Ave.) Section
Paving

Item No.	Item		Unit Price	Amount
1.	3/4" - 0 Material in Leveling Course For Two Dollars and Fifty Cents per cu. yd.	1,060 cu. yds.	$2.50	$ 2,650.00
2.	Sprinkling For Four Dollars per M-gal.	26 M-gals.	4.00	104.00
3.	Preparation of Base For Fifteen Hundred Dollars per mile	0.47 mile	1,500.00	705.00
4.	3/4" - 0 Material in Binder Course For Three Dollars and Fifty Cents per cu. yd.	130 cu. yds.	3.50	455.00
5.	MC-2 Asphalt in Binder Course For Sixty Dollars per ton	22 tons	60.00	1,320.00
6.	Class "B" Asphaltic Concrete For Ten Dollars per ton	2,250 tons	10.00	22,500.00
		Total Amount of Contract		$27,734.00

Form F-40—3

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET ..... OF ..... SHEETS

Bid Tabulations
Small City Jobs
1st Half 1958

Job		3/4"-0 Leveling	Sprinkling	Preparation of Base	3/4"-0 in Binder	M.C. 2 Liquid or	Class B" Asph.
3rd St. - J. C. Hunt	Lebanon	3.50	4.00				9.50
		3.90	3.43				11.42
Conrad (Linco. - F)			4.00	1500 = H.L.	Waive Protest only 1.50		
			3.50	1167 =	1.13		
Heppner (Court St)			4.00	1500 =	Waive Protest only 2.00	60 =	9.00
			3.23	1167 =	2.10	71.67	11.00
Hines (5th St - F)		4.20	4.00		4.70	70.00	15.50
		3.25	4.00		4.50	72.50	14.25
Joffre (N. Eaton & E. Monroe)		4.00	3.00				7.50
		3.82	3.83				8.73
Fossil (Main St - F)		2.25	2.50	300 =			8.25
		3.00	2.88	1119 =			8.50
Athena (Second St)	(F)	4.50	2.50	1500 -	5.50	60.00	10.00
Union (Belmont Ave)		3.50	3.50	150 -	5.00		
		3.25	3.25				
Gilliam (Main St - F)		2.55	3.00				6.50
		2.92	3.33				6.90
Irrigon (Main St - F)		3.50	3.00		5.00	60.00	9.50
		3.42	3.33		5.43	60.00	9.75
Sheridan (Main St)	1 Bid	4.00	4.00		6.00	50.00	8.15
St Helens (1st & 2nd - Alpha)		2.20	2.50		3.00	55.00	7.50
		3.02	3.33		4.70	62.00	8.73
Powers (Poplar St)		5.75	4.00				11.96
		6.25	4.50				12.10
Chiloquin (Second Ave)	1 Bid	Non-Resp. 3.60	3.00				14.00
Ontario (W. Idaho Ave)		2.50	4.00	1500 -	3.50	60.00	10.00
		2.75	4.00	750 -	3.75	60.00	11.00
Coquille (E. 10 & N. Williams St)		4.65	5.00				10.50
		4.68	5.00				11.38
Salem (Cox Ave)		2.75	4.00	400 -			
		3.22	3.33	467 -			
Willamina (Cherry & Fremont)		4.25	4.00				11.00
		4.30	4.25				11.25
Beaverton (Lombard St)		2.40	2.50	200 -	3.60	40.00	6.00
		2.81	2.82	470 -	3.37	46.00	6.39
Averages:		3.55	3.76	1050 -	4.47	5690	9.68

RECEIVED
JUN 21 1958
FOR FILING
323-1709
5244

June 23, 1958

Russell Olson Construction Co.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 accepted your bid in the amount of $27,734 for stone base and paving on the Ontario (W. Idaho Avenue) section on West Idaho Avenue in Malheur County, which was the low bid received for that job on May 29, 1958. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

lle

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

June 2, 1958

Elbow J Mills
~~Mr. George F. Kennedy~~
City Recorder
Ontario, Oregon

NOTED
John F. Hagemann

Dear Sir:

On May 29, 1958, the State Highway Commission received bids on the West Idaho Avenue Special City Allotment project. The low bid was made by Russell Olson Construction Company of Pendleton and the revised estimate based on this bid is as follows:

Contract Items	$27,734.00
Flagging	100.00
Engineering & Contingencies	3,479.25
Survey	200.00
Total. . .	$31,513.25

As per the agreement executed between the City and State the City is to pay all costs in excess of $20,000 and is to make this payment by means of an advance deposit. If the City wishes to proceed with this project a check in the amount of $11,500 is now due. Please make the check payable to the Oregon State Highway Commission.

Your immediate attention to this matter would be appreciated as the contract cannot be awarded until the City's advance payment is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm

NOTED
C. G. SWENSON

RECEIVED
MAR 21 1958
FOR FILING
323-1709
5244

March 21, 1958

Elden S. Mills, City Recorder
City Hall
Ontario, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Ontario covering the Special City Allotment project on West Idaho Avenue in Ontario.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
MAR 24 1958

FOR FILING

Final Let
Ontario
City

Salem, Oregon
March 21, 1958

$250,000 Fund (1958) Agreement
City of Ontario

Mr. C. G. Swenson
City & County Relations Dept., Engr.
O f f i c e

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Ontario covering the Special City Allotment project on West Idaho Avenue in Ontario.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Ontario, Oregon.

Secretary

rn
Attach: 1

FORM E30—80M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1958

SUBJECT: $250,000 Fund (1958) Agreement
City of Ontario

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Special City Allotment project on West Idaho Avenue in Ontario. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved by the Highway Commission on December 5, 1957.

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date March 12, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-5-57 Minute Page 37
A B Bearing
Secretary

RECEIVED
MAR 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

ORDINANCE NO. 1218

3-3-58

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF ONTARIO, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF WEST IDAHO AVENUE FROM N. W. FIRST STREET TO A POINT BETWEEN N. W. 8TH AND 9TH STREET, A DISTANCE OF APPROXIMATELY 0.47 MILES, AND DECLARING AN EMERGENCY.

Whereas, the City of Ontario, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision of ORS 366.800 and 366.805; and,

Whereas, the State Highway Commission has accepted such application for the improvement of W. Idaho Avenue from N. W. First Street to a point between N. W. 8th & 9th Streets, a distance of approximately 0.47 mile; and,

Whereas, in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A", attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000.00, and the City of Ontario to pay all cost in excess of $20,000.00, the City of Ontario does ordain as follows:

Section 1: That that certain form of agreement hereinabove referred to be entered into by the City of Ontario, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of West Idaho Avenue, and is hereby approved and accepted as submitted.

Section 2: The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3: Whereas, it is necessary that said improvement be made in the spring and summer of 1958 when the weather permits, and whereas, the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Ontario, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated November 2, 1958.

AYES: Beal, Beck, Benson, Matthews, Reed and Van Patten.

NAYES: None.

ABSENT: None.

Submitted to and approved by the Mayor the 3rd. day of March, 1958.

Mayor

ATTEST:

City Recorder

RECEIVED
MAR 21 1957

3-18-57

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Ontario is an incorporated city of the State of Oregon, and has a population of 4621, as given by the latest official census, and

WHEREAS, the following streets of said city, West Idaho Avenue

from West 1st Street to the Alley between West 8th Street and West 9th Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

West Idaho Avenue from West 1st Street to the Alley between West 8th Street and West 9th Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Ontario does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate City Superintendent as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 18th day of March, 1957.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Ontario, Oregon at a regular or special meeting of said Council, held on the 18th day of March, 1957, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20th day of March, 1957.

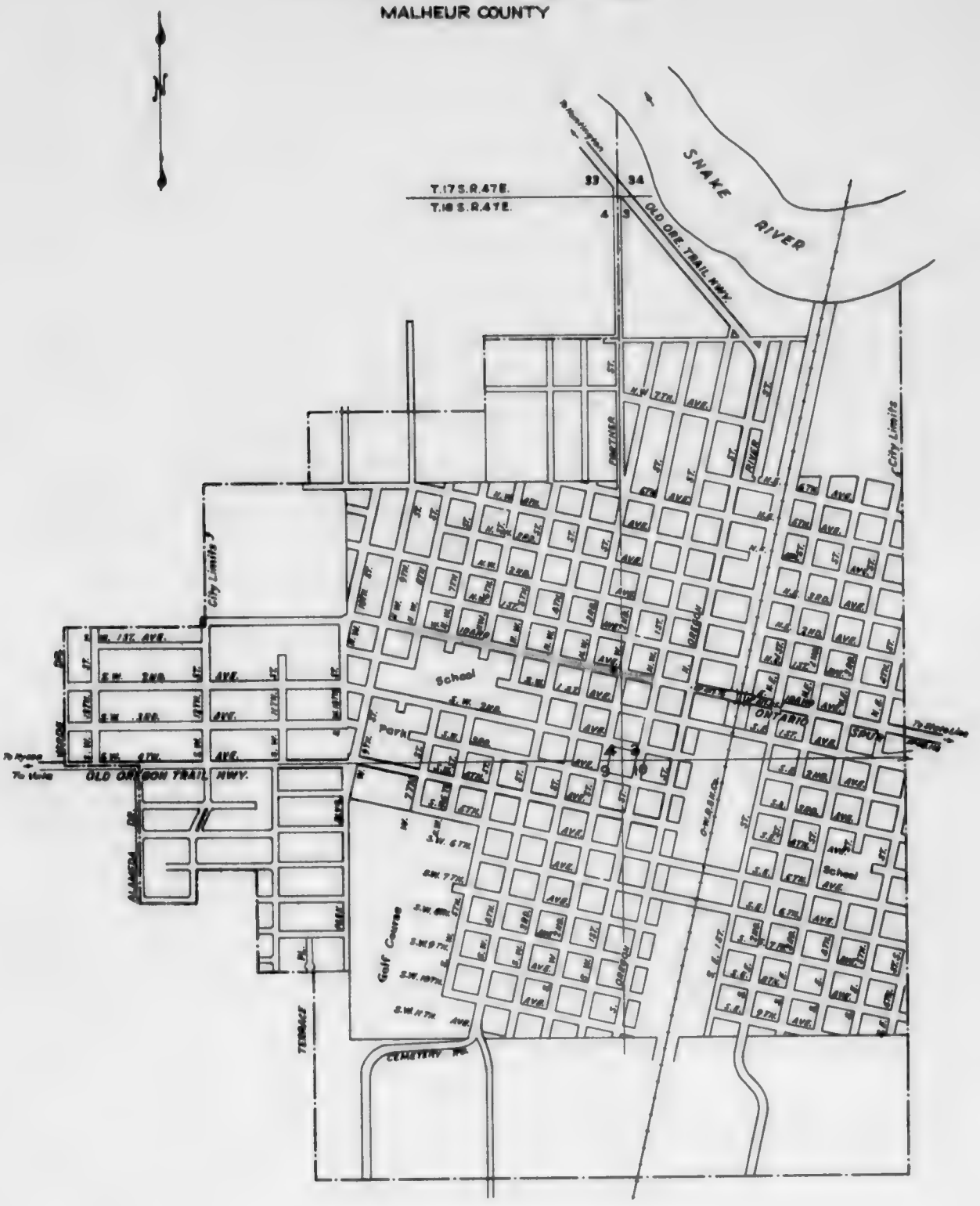
J. F. Cooper

J. F. Cooper City Recorder
City of Ontario
Oregon

ONTARIO

Scale 0 800 1600 2400

MALHEUR COUNTY



Rev. 3-9-88

26-3120 T. Portland Office Bldg. 1951
(Howard Cooper Bldg.)
#5245

FORM E-123-X 50M

RECEIVED
AUG 27 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 24, 1959

Gordon L. Burt
City Engineer
City of Portland
City Hall
Portland, Oregon

Re: Vacation of N.E. 58th Avenue
East Portland Office Bldg.
Contract No. 5245

Attention: Mr. Short

Dear Mr. Short:

Herewith please find copy of "Consent to Vacate", executed by the State Highway Commission, consenting to the vacation of all that portion of N.E. 58th Avenue from the north line of N.E. Glisan to the south line of the Union Pacific Railroad right of way in the City of Portland, Multnomah County. The order initiating the vacation of the portion of this street was Resolution No. 28001 adopted by the City Council on May 27, 1959.

We would appreciate very much being furnished with a copy of the Vacation Order at such time as it has been adopted and entered into the records by the Council.

Your cooperation in this matter is sincerely appreciated by the State Highway Commission.

Very truly yours,

G. E. ROHDE
Assistant Counsel

GER:hg
Enclosure
CC: P. M. Stephenson
Lloyd P. Shaw
A. G. Skelton
J. Al Head

NOTED
P. M. STEPHENSON

RECEIVED

RECEIVED
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT

February 13, 1959
(date)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5245	4 Final	Monson & Sivers Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2914	H236115	$ 1,306.04	2-11-59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **20 workdays from (to be determined)**

Time Extensions: **None**

Completion Date: **Nov. 28, 1958**

Date Accepted: **Dec. 11, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Feb. 13, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

[redacted]
[redacted]

C. W. Head
C. W. Head
Ass't. Secretary

Warrant Mailed:

NOTED ON CARD

RECEIVED
FEB 2 1959
FOR FILING
26-3410
5245

Files

Jan. 30, 1959

CERTIFIED MAIL

American Casualty Co. of Reading, Pa.
607 Washington St.
Reading, Pa.

Gentlemen:

State Highway Contract No. 5245 for East Portland Office Building Remodeling in Multnomah County was completed by the contractor, Monson & Sivers Company, on Nov. 28, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $1,306.04 will be released to the contractor on or after February 9, 1959. The total contract amount is $43,534.80, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
cm

RECEIVED
JAN 15 1959
FOR FILING

Jan. 14, 1959

CERTIFIED MAIL

American Casualty Co. of Reading, Pa.
607 Washington St.
Reading, Pa.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Monson & Sivers Company in connection with Contract No. 5245, for East Portland Office Building Remodeling in Multnomah County.

This payment, in the amount of $3,387.46, will be released to the contractor on or after Jan. 24, 1959. The retained percentage is $1,306.04.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Dosly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 25 1958
COMMISSIONERS

FOR FILING

ROBERT B. CHESSMAN, MEMBER
ASTORIA 26-340

WASCO

SALEM 5245

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 24, 1958

Mr. William F. Gaarenstroom, Administrator
Services Division
Department of Finance and Administration
State Capitol Building
Salem, Oregon

Dear Mr. Gaarenstroom:

Several months ago, we awarded a contract to remodel the East Portland Office Building formerly called the Howard Cooper Building. The building will be occupied by the Department of Motor Vehicles, Public Utilities Commissioner and by this department.

The contract for remodeling the building has been completed and accepted. The Department of Motor Vehicles will start occupying the building on November 22, 1958.

We are presently carrying commercial insurance on this building which will expire 12:01 A.M., December 31, 1958. It is requested that this building be covered under the Restoration Fund effective January 1, 1959, at a replacement value of $350,000.

Very truly yours,

W. C. Williams
State Highway Engineer

By:

C. H. Maison
Auditor

CHM:ch

cc: W. Haskin
P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
NOV 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 2 1 1958
FOR FILING

October 28, 1958

Mr. James F. Johnson, Director
Department of Motor Vehicles
Salem, Oregon

Dear Mr. Johnson:

Reference is made to your letter of October 22 in regard to the date of occupancy of the Howard Cooper Building in Portland.

On October 24 a meeting was held in Portland between H. H. McClure, our Resident Engineer, W. H. Haskin, our Property Manager, your William J. Biegler, and Don McBride, Superintendent for the contracting company.

A plan was worked out to finish the front portion of the office and allow the Motor Vehicles Department to move into the building on November 8 and 9, with the understanding that the contractor would probably cause a small amount of inconvenience while working in the back portion of the parts room after occupancy of the building by your Department.

Various other features in regard to this property are now being worked on, such as the striping of the parking area, placing signs on the building, building partitions for highway personnel occupancy, et cetera.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMStier

cc Mr. W. H. Haskin
Mr. H. H. McClure

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 27, 1958
Salem, Oregon

SUBJECT: East Portland Office Building

To:

Mr. P. M. Stephenson
Assistant Highway Engineer
O F F I C E

Friday afternoon, October 24th, at 3:00 P. M., we met with the following interested parties to work out means to have the office building ready for use on November 10, 1958. Present were:

H. H. McClure, Bridge Engineer
Mr. Biegler, Manager Portland Office, Motor Vehicles
Don McBride, General Supt., Monson & Livers Company
W. H. Haskin, Property Manager

The contractor has worked out a plan to finish the front part of the office and continue working on the back after the Motor Vehicles Department has moved into the building. This plan was agreeable to Mr. Biegler, the Motor Vehicles representative. I asked him to contact his Salem office and let them know of this decision.

I believe that the remodeling is proceeding very well and on November 7th, the unfinished work will consist of allowing the plaster to dry and the painting of the walls and ceilings.

W. H. HASKIN
Property Manager

WHH:bl

NOTED
P. M. STEPHENSON

COMMUNICATIONS-TELETYPE
RECIPROCITY-PRORATION
DRIVERS LICENSE
REGISTRATION

FINANCIAL RESPONSIBILITY
FUELS TAX-USE FUELS TAX
GAS TAX REFUND
TRAFFIC SAFETY

STATE OF OREGON
DEPARTMENT OF MOTOR VEHICLES
SALEM, OREGON

October 22, 1958

Mr. W. C. Williams
State Highway Engineer
Highway Department
Salem, Oregon

Dear Mr. Williams:

I am confronted with a problem. On September 8, Mr. Haskin wrote to us and stated that we would be able to move into your building in Portland, known as the Howard-Cooper building, on November 8 and 9. On the strength of this statement, I wrote to Mr. Drinker, Manager of the Lloyd Corporation and lessor to the Department of Motor Vehicles of our present facilities, that we would vacate their building by midnight, November 9. The Lloyd Corporation has erected a sign outside this building advertising it available for lease after November 10.

I now learn from Mr. Kaneski of our Administrative Services Division that Mr. Haskin has informed him verbally that it may be an additional one or two weeks, or possibly even longer, before we will be able to occupy the Howard-Cooper building. This could be very embarrassing to me and to the department if we are out on the street November 9.

My purpose in writing to you is to ask if you can obtain a definite date of occupancy of the Howard-Cooper building so I can then write or call Mr. Drinker and obtain additional time of occupancy. I will be out of the city the rest of this week, so I ask that Mr. Kenneth Johnson, Deputy Director of the department, be notified of the definite date of occupancy.

Very truly yours,

James F. Johnson
Director

JFJ:wb

NOTED
P. M. STEPHENSON

RECEIVED
OCT 22 1958
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 500M 1-58

RECEIVED
SEP 8 - 1958
FOR FILING
36-3410
5245

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 8, 1958

Mr. Edward Kaneski
Manager
Administrative Services Division
Department of Motor Vehicles
Salem, Oregon

File No. 14839
Howard-Cooper Co. Portland

Dear Mr. Kaneski:

We have contacted the Howard-Cooper Company, Portland, Oregon, regarding the vacation of the building which your department is to occupy after the building is remodeled.

It is anticipated that the remodeling will start October 13, 1958, and be completed November 7, 1958, so that you may move into the building on November 8-9, 1958. The Howard-Cooper Company plans to vacate that part of the building which is to be remodeled on October 11th and 12th and the balance of the building November 1st and 2nd, 1958.

Yours very truly,

W. H. HASKIN
Property Manager

WHH/bdr

cc: P. M. Stephenson

NOTED
P. M. STEPHENSON

FORM S-123 5M 4-58

RECEIVED
AUG 5 1958

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 5, 1958

Monson & Rivers Co.
5000 S. E. 25th Ave.
Portland 2, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5215, awarded July 11, 1958, for East Portland Office Building Remodeling in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 1958
FOR FILING

July 24, 1958

Mr. James F. Johnson, Director
Department of Motor Vehicles
Room 113, State Capitol
Salem, Oregon

Dear Mr. Johnson:

A contract has been awarded to Johnson & Evans Co., Portland, Oregon, for the remodeling of the former Howard-Cooper Building at 3521 N. E. Glisan Street, Portland, Oregon.

This contract was to be completed, so that your Portland Office could occupy the building on September 1, 1958. However, due to the prolonged labor strike which began on July 10 and which is still in effect, we are unable to advise you the date that your department may occupy the building.

After the strike is settled and we can determine the completion date of the office building, we will contact your office and furnish you with this information.

Very truly yours,

R. C. Williams
State Highway Engineer

RCW:zg

cc Mr. Forrest Cooper
Mr. W. W. Haskin

agenda 7/31/58 For Confirmation of Award

RECEIVED
AUG 11 1958
FOR FILING

21-3410

5245

AGENDA
JUL 31 1958
3d-2

3d-2.

July 11, 1958

Monson and Sivers Company
5000 S. E. 25th Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 5245 for remodeling the East Portland Office Building (former Howard Cooper Building), Multnomah County.

This award was based on your bid of $39,940 which was the low bid submitted to the Commission on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jms
cc: Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

NOTED
J. Mc C.

E.R.

agenda 7/31/58 For Confirmation of Award

RECEIVED
AUG 11 1958
FOR FILING

21-3410
5245

AGENDA
JUL 31 1958
3d-2
3d-2.

July 11, 1958

Monson and Sivers Company
5900 S. E. 25th Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 5245 for remodeling the East Portland Office Building (former Howard Cooper Building), Multnomah County.

This award was based on your bid of $39,940 which was the low bid submitted to the Commission on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jms
cc: Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.
Attn: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

Tom Edwards
S. H. Probert
R. G. Savage (SLAC)
L. D. Merchant

NOTED
J. Mc C.

E.R.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 11, 1958

Monson and Sivers Company
5900 S. E. 25th Avenue
Portland 2, Oregon

Contract for remodeling East Portland Office Building, Multnomah County, for which you submitted low bid on July 10, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

RECEIVED
JUN 11 1958
FOR FILING
6 541
5243

June 11, 1958

Oregon State Highway Commission

H-N-1

Gentlemen:

Plans have been completed for the proposed remodeling of the Howard Cooper Building, in Portland, to permit its use by the State Motor Vehicle Department and the Public Utility Commissioner.

The remodeling consists of placing new partitions, laying asphaltic tile floors, remodeling the lighting and heating systems, new entrance, counters, et cetera, moving and installing toilet facilities and providing more rest-room facilities for the public use. The estimate of cost for the remodeling work is $4,000. Permission is requested to contract this work and to open bids on July 10.

Very truly yours,

R. C. Williams
State Highway Engineer

cc Mr. P. M. Stephenson
Mr. C. H. Maison

PMS:er hi

RECEIVED
MAY 7 1958
FOR FILING

26-3410

5245

May 6, 1958

Mr. James F. Johnson, Director
Department of Motor Vehicles
Room 118, State Capitol
Salem, Oregon

Dear Mr. Johnson:

As per your telephone call today, I have reviewed the matter of time element pertaining to your occupancy of the Howard-Cooper Corporation building in Portland. We have definite assurance from the Howard-Cooper Corporation that they will vacate the building the first week in August. We are quite certain that we can do the necessary remodeling within the period of 30 days, so that I will state to you (except as further qualified) the definite provision that you may occupy the building on September 2.

The qualifying provision is that, in the event of a construction industry strike or matters entirely beyond the control of either this Department or the Howard-Cooper Corporation's contractor, we cannot guarantee the impossible.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper
Mr. W. H. Haskin

Form A-150—5M—6-59

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 62563

Date October 23, 1959

Your Req. No.

Billing Request No. cc 528

Credit Distribution 521-7038-897

Marion County
Salem, Oregon

Attn: County Court

NOTED
Harold C. Ayers

RECEIVED
OCT 26 1959
COUNTY ENGINEER

Final billing: Bridge Approach-Remodel Section, FAS 742, covered by agreement dated 6/20/58

Original advance deposit	$25,417.16	
Less amount previously transferred	20,417.16	
Balance in advance deposit		$5,000.00
County share costs as per attached statement	$22,396.99	
Less amount previously transferred	20,417.16	
Balance		$1,979.83
To be retained		$3,020.17

State Printing 21127

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
V. R. JONES

July 16, 1959

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

Final costs are now available for the Browning Avenue-Rosedale Section of FAS 742 and, as shown in the attached cost statement, a refund of $3,020.17 is due the county.

If satisfactory, this refund will be retained and applied towards the advance deposit which will be required for the Pudding River (Pratum) Bridge project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

cc: Mr. John A. Anderson, County Engineer

COMPLETED 10/24/58

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Marion — Contract No. 5216 — Date July 15, 1959

FAS 742 — Section Browning Avenue-Rosedale

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached statement				$154,396.33
Temporary Signing				32.59
Construction Engineering				13,494.05
TOTAL CONSTRUCTION COSTS				$167,922.97

FEDERAL FUNDS COLLECTED FOR PROJECT

"S" Funds	$62,016.00
"D" Funds	49,809.00
"L" Funds	11,304.00
	$123,129.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total cost and federal funds)

($167,922.97 - $123,129.00) X ½ = $22,396.99

County Advance Deposit	$25,417.16
Less County Share Costs	22,396.99
REFUND DUE COUNTY	$ 3,020.17

DS - 379(2) - 67,309.00

S - 379(1) - 100,613.97

JFH:eg

Dec. 31, [illegible]

STATE OF OREGON,

To ..... CENTRAL PAVING CO., ... Dr.

County Marion ..... Postoffice address Independence, Oregon .....

Highway Liberty Road ..... Work done to Oct. 8th, 1958 ..... Contract No 5286

Section Browning Ave. - Ramsdale ..... Prefix No. 520-1038-201(41) ..... Estimate No 5 Final

ITEM	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	$500.00	100%	1,500.00	1,500.00	-
2. Removal of box culv.& retain wall	all	750.00	100%	750.00	750.00	-
3. Drainage excav., unclass.	c.y.	3.00	369.22	1,107.66	1,107.66	-
4. General excav., unclass.	c.y.	.45	29,789	13,405.05	13,403.70	1.35
5. Short overhaul	yd.sta.	.02	63,024	1,260.48	1,260.48	-
6. Long overhaul	c.yd.sta.	.50	1,510.7	755.35	755.50	-.15
7. Finish, reshoed and slopes	mile	750.00	3.09	2,317.50	2,317.50	-
8. 12" concrete pipe	l.f.	2.00	1,644	3,288.00	3,288.00	-
9. 18" concrete pipe	l.f.	3.50	112	392.00	392.00	-
10. 24" concrete pipe	l.f.	5.00	52	260.00	260.00	-
11. 36" concrete pipe	l.f.	8.00	48	384.00	384.00	-
12. 48" concrete pipe	l.f.	12.00	12	144.00	144.00	-
13. 60" concrete pipe	l.f.	20.00	68	1,360.00	1,360.00	-
14. Concrete inlets, type "G"	each	75.00	1	75.00	75.00	-
16. Adjustment of inlets	each	30.00	3	90.00	90.00	-
17. Class "A" conc. in box culvert	c.y.	65.00	57.73	3,752.45	3,752.45	-
18. Metal reinf. in box culvert	lb.	.14	8,505	1,190.70	1,190.70	-
19. Class "A" concrete in walls	c.y.	60.00	5.13	307.80	307.80	-
21. Coarse gr. mat. in base	ton	2.30	21,838.61	50,219.60	50,218.45	1.15
22. 3/4"-0 mat. in base	ton	2.45	4,759.36	11,660.43	11,658.15	2.28
23. Sprinkling	M/gal.	3.50	1,236	4,326.00	4,326.00	-
24. Preparation of base	mile	350.00	3.09	1,081.50	1,081.50	-
25. 3/4"-0 mat. in binder cr.	ton	3.50	308.22	1,078.77	1,078.77	-
27. Class "B" asph. concrete	ton	7.25	6,060.7	43,940.08	43,940.08	-
28. RS-1 asphalt	ton	70.00	1.33	93.10	93.10	-
29. Extra for asph.conc.approaches	each	30.00	23	690.00	690.00	-
PA#1 Reset mail box posts	each	9.00	41	369.00	369.00	-
PA#2 200/300 asphalt	ton	55.00	24.83	1,368.40	1,368.40	-
PA#3 Cement adj. (Favor of State)	bbl.	4.35	1.08	-4.70	-4.70	-
Force Account				238.16	238.16	-
Totals:				139,336.33	139,331.70	4.63

Audited and approved by .....

Highway Liberty Road Work done to Dec. 28, 1958 Contract No. [illegible]

Section Browning Ave. - Rosedale Prefix No. [illegible] Estimate No. 5 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	$500.00	100%	8,500.00	8,500.00	-
2. Removal of box culv.& retain wall	all	750.00	100%	750.00	750.00	-
3. Drainage excav., unclass.	c.y.	3.00	369.22	1,107.66	1,107.66	-
4. General excav., unclass.	c.y.	.45	29,789	13,405.05	13,403.70	1.35
5. Short overhaul	yds.sta.	.02	63,629	1,260.48	1,260.48	-
6. Long overhaul	c.yd.sta.	.50	1,510.7	755.35	755.50	-.15
7. Finish, reshape and slopes	mile	750.00	3.09	2,317.50	2,317.50	-
8. 12" concrete pipe	l.f.	2.00	1,644	3,288.00	3,288.00	-
9. 18" concrete pipe	l.f.	3.50	112	392.00	392.00	-
10. 24" concrete pipe	l.f.	5.00	52	260.00	260.00	-
11. 36" concrete pipe	l.f.	8.00	48	384.00	384.00	-
12. 48" concrete pipe	l.f.	12.00	12	144.00	144.00	-
13. 60" concrete pipe	l.f.	20.00	68	1,360.00	1,360.00	-
14. Concrete inlets, type "B"	each	75.00	1	75.00	75.00	-
16. Adjustment of inlets	each	30.00	3	90.00	90.00	-
17. Class "A" conc. in box culvert	c.y.	65.00	57.73	3,752.45	3,752.45	-
18. Metal reinf. in box culvert	lb.	.14	8,505	1,190.70	1,190.70	-
19. Class "A" concrete in walls	c.y.	60.00	5.13	307.80	307.80	-
21. Coarse cr. mat. in base	ton	2.30	21,859.61	50,219.60	50,218.45	1.15
22. 3/4"-0 mat. in base	ton	2.45	4,759.36	11,660.43	11,658.15	2.28
23. Sprinkling	M/gal.	3.50	1,236	4,326.00	4,326.00	-
24. Preparation of base	mile	350.00	3.09	1,081.50	1,081.50	-
25. 3/4"-0 mat. in binder cr.	ton	3.50	308.22	1,078.77	1,078.77	-
27. Class "B" asph. concrete	ton	7.25	6,040.7	43,900.08	43,900.08	-
28. RS-1 asphalt	ton	70.00	1.33	93.10	93.10	-
29. Extra for asph.conc.approaches	each	30.00	23	690.00	690.00	-
PA#1 Reset mail box posts	each	9.00	41	369.00	369.00	-
PA#2 200/300 asphalt	ton	55.00	24.88	1,368.40	1,368.40	-
PA#3 Cement adj. (Favor of State)	bbl.	4.35	1.08	-4.70	-4.70	-
Force Account				266.16	266.16	-
Totals:				[illegible]	[illegible]	4.63
% Retained				-	4,631.75	4,631.75
Total Payments				[illegible]	[illegible]	4,636.38

Audited and approved by .....

Period covered To 10/24/58

Items Cont. 5246 Est. 5Final

Computed by L. Palmer Checked by .....

Engineer Kenneth E. Bartel

Previous Voucher No. 28621

To be paid contractors, this estimate, 4,636.38

State Printing

RECEIVED
5 1959
FOR FILING
NOTED TO
W. C. WILLIAMS
By State Highway Engineer

January 29, 1959

Contract No. 5246

FINAL COST ANALYSIS
Browning Ave.-Rosedale Section
Grading and Paving
Contractor - Central Paving Company
Resident Engineer - Kenneth E. Bartel

Prefix 524-1038
Project #S 379(1) DS 379(2)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(2) Clearing and Grubbing	100%	All	$8,500.00	$	$ 2,455.75	$ 8,500.00
(2) Removal of Box Culvert and Retaining Wall	100%	All	750.00		242.81	750.00
(2) Drainage Excavation	369.22	Cu. Yd.	3.00	2.59	955.00	1,107.66
(2) General Excavation	29,789	Cu. Yd.	.45	.37	11,080.42	13,405.05
(2) Short Overhaul	63,024	Yd. Sta.	.02	.017	1,098.19	1,260.48
(2) Long Overhaul	1,510.7	C-yd.Sta.	.50	.49	732.97	755.35
(2) Finish Roadbed & Slopes	3.09	Mile	750.00	626.82	1,936.88	2,317.50
(2) 12" Concrete Culvert Pipe	1,644	Lin. Ft.	2.00	1.60	2,627.57	3,288.00
(2) 18" Concrete Culvert Pipe	112	Lin. Ft.	3.50	2.82	315.32	392.00
(2) 24" Concrete Culvert Pipe	52	Lin. Ft.	5.00	3.46	179.99	260.00
(2) 36" Concrete Culvert Pipe	48	Lin. Ft.	8.00	6.80	326.20	384.00
(2) 48" Concrete Culvert Pipe	12	Lin. Ft.	12.00	11.12	133.41	144.00
(2) 60" Concrete Culvert Pipe	68	Lin. Ft.	20.00	16.64	1,131.19	1,360.00
(1) Concrete Inlets, Type "G"	1	Each	75.00	70.00	70.00	75.00
(1) Adjustment of Inlets	3	Each	30.00	25.00	75.00	90.00
(1) Class "A" Concrete in Box Culverts	57.73	Cu. Yd.	65.00	60.00	3,463.80	3,752.45
(1) Metal Reinforcement in Box Culverts	8,505	Lbs.	.14	.14	1,190.70	1,190.70
(1) Class "A" Concrete in Walls	5.13	Cu. Yd.	60.00	56.00	287.28	307.80
(1) Coarse Crushed Material in Base	21,834.61	Ton	2.30	1.71	37,263.11	50,219.60
(1) 3/4"-0 Crushed Material in Base	4,759.36	Ton	2.45	1.97	9,356.80	11,660.43
(1 & 2) Sprinkling	1,236	M/gal.	3.50	2.55	3,161.28	4,326.00
(1) Preparation of Base	3.09	Mile	350.00	271.72	839.62	1,081.50
(1) 3/4"-0 Material in Binder Course	304.22	Ton	3.50	2.91	886.24	1,064.77

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
(1) Class "B" Asphaltic Concrete	6,060.7	Ton	$ 7.25	$ 6.03	$ 36,525.77	$ 43,940.08
(1) RS-1 Asphalt	1.33	Ton	70.00	46.83	62.29	93.10
(1) Extra For Asphaltic Concrete Approaches	23	Each	30.00	20.81	478.77	690.00
(1) PA#1 Reset Mail Box Posts	41	Each	9.00	7.86	322.40	369.00
(1) PA#2 200-300 Asphalt	24.88	Ton	55.00	41.35	1,028.75	1,368.40
(1) PA#3 Cement Adjustment (Favor of State)	1.08	Bbl.	4.35			- 4.70
(1 & 2) Force Account					245.16	248.16
					$118,472.67	$154,396.33

	Gross Revenue	Total Cost	Profit	% Profit
(1) Central Paving Company	$123,871.45	$ 94,340.79	$29,530.66	23.8%
(2) D. F. McKenzie	30,524.88	24,131.88	6,393.00	20.9%
	$154,396.33	$118,472.67	$35,923.66	23.2%

Browning Ave.-Rosedale Section
Contract No. 5246

Detail of Costs Central Paving Company

LABOR:

Labor	$ 4,077.12	
Labor Insurance	326.17	
Health and Welfare	144.00	$ 4,547.29

MATERIALS:

RS-1 Asphalt	$ 54.81	
200-300 Asphalt 24.88 Ton at $29.33 Inc. Freight	729.80	
Class "B" Mix Purchased From Commercial Plant	26,970.12	
Rock Purchased from Walling Sand and Gravel Co.	25,221.09	$52,975.82

EQUIPMENT RENTAL AND MISCELLANEOUS SUPPLIES:

Equipment Rental Owned	$ 5,270.00	
Equipment Rental Hired (Fully Operated)	21,184.06	
Gas, Oil and Grease	2,237.00	
Bond	947.97	
P U C	90.00	
PL & PD Insurance	50.97	
Amount Paid E.N. Peterson for Concrete Work	5,086.78	
Home Office and General Overhead	1,950.90	$36,817.68
		$94,340.79

Browning Ave.-Rosedale Section
Contract No. 5246

Detail of Costs D. F. McKenzie

Labor		$8,518.75	
Labor Insurance		681.50	$ 9,200.25
MATERIALS:			
12" Concrete Pipe	1,644' at $1.00	$1,644.00	
18" Concrete Pipe	112' at $2.05	229.60	
24" Concrete Pipe	52' at $2.55	132.60	
36" Concrete Pipe	48' at $5.40	216.00	
48" Concrete Pipe	12' at $9.00	108.00	
60" Concrete Pipe	68' at $15.00	1,020.00	$ 3,350.20
EQUIPMENT RENTAL AND MISCELLANEOUS SUPPLIES:			
Equipment Rental Owned		$6,935.20	
Equipment Rental Hired		1,328.00	
Gas, Oil and Grease		2,128.75	
Bond		210.00	
P U C		35.00	
PL & PD Insurance		106.48	
Small Tools and Miscellaneous Supplies		87.50	
Home Office and General Overhead		750.50	$11,581.43
			$24,131.88

REMARKS:

This was a Federal-Aid Secondary project calling for grading and paving 3.09 miles of highway roadbed on the Browning Avenue-Rosedale Section of Liberty Road in Marion County.

The contract was bid June 17, 1958, awarded July 18, 1958, work started July 1, 1958 and the project was completed October 24, 1958.

The grading was subcontracted to D. F. McKenzie, grading contractor. Work was started on the clearing July 1, 1958 with one D-7 cat and dozer and three men. This work progressed very well. The excavation was started July 7, using two D-8 cats and scrapers, two tournapulls, one D-8 push cat, one D-7 cat and dozer, one Austin-Western grader. Good progress was made on the excavation and the pipe installation.

The contractor purchased the base and 3/4"-0 gravel from Walling Sand and Gravel Company, hauled it with hired trucks and processed with owned and hired equipment. A very good profit was realized on the rock items.

It required two days to place the asphalt for the prime coat on the roadbed and the road approaches. The Class "B" asphaltic concrete was purchased from the American Asphalt Company located in Salem, hauled with owned and hired trucks and placed on the road with the contractor's Barber-Greene paver. It required nine days on the paving of the roadbed and the driveways.

The contractor had E. N. Peterson do the concrete work which included the box culvert and a concrete wall.

The contractor had good bid prices, good equipment, and personal supervision, realizing an excellent profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
FEB - 4 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 '59
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 22, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5246	5 final	Central Paving Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
577	H 233497	$ 4,636.38	1/21/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion date: 65 workdays from July 28, 1958

Time Extensions: None

Completion Date: Oct. 24, 1958

Date Accepted: Dec. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Quesy
~~H. B. Glaisyer~~
Secretary

Warrant Mailed: JAN 26 1959

JC

NOTED ON CARD

NOTED
[illegible] C. Adms

January 9, 1959

Marion County Court
Courthouse
Salem, Oregon

FAS 742, Maint agree

NOTED
V. R. JONES

NOTED
John F. Hagemann

A-379(1)
PL-379(2)

Gentlemen:

This is to advise you that work on Contract No. 5246, Browning Avenue-Rosedale Section of FAS 742 was completed on October 24, 1958.

Under the terms of the agreement signed by the Court on June 16, 1958 and by the Highway Commission on June 20, 1958, the County assumed maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:cg

NOTED
JOHN D. [illegible]

RECEIVED
JAN 12 1959
FOR FILING
S. 379(1)
S. 379(2)
5" 16

A

Jan. 9, 1959

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5246 for grading and paving on the Browning Ave.-Rosedale Section of Liberty Road in Marion County was completed by the contractor, Central Paving Company, on Oct. 24, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $4,636.38 will be released to the contractor on or after Jan. 19, 1959. The total contract amount is $154,396.33, of which amount $248.16 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 11 1958

FOR FILING
S- 379(1)
S- 379(2)
5246

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section Browning Avenue-Rosedale Highway Liberty Road

County ~~Marion~~ MP_____ to MP_____ Contractor Central Paving

Resident Engineer K. Bartel Inspector Prefix 524-1038

Date Completed September, 1958 Date Reported December 5, 1958

Type and Thickness of Wearing Surface "B" A. C.____Oil Mat_____Seal.

N, (S) E, W from MP or Sta. 10+00 Browning Avenue							(N) S, E, W from MP or Sta. 173+40 Rosedale						
Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Top	Base	Seal	Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Top	Base	Seal
1	750	92	92	x			1	750	87	87	x		
2	1500	178	86	x			2	1500	172	85	x		
3	2250	252	74	x			3	2250	263	91	x		
4	3000						4	3000					
5	3750						5	3750					
6	4500						6	4500					
Average Roughness Per Mile 84"							Average Roughness Per Mile 87.5"						

Remarks: Scattered rock on first mile southbound and third mile northbound due to suburban construction.

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

RECEIVED
DEC 4 1958
FOR FILING

Ad. 379 (1)
Ad. 379 (2)
5246

Dec. 3, 1958

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Central Paving Company in connection with Contract No. 5246, for grading and paving on Browning Ave.-Rosedale Section of the Liberty Road in Marion County.

This payment, in the amount of $9,072.82, will be released to the contractor on or after Dec.13, 1958. The retained percentage is $4,631.75.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
arn

RECEIVED
OCT 31 1958
FOR FILING

A-379(1)
A-379(2)
5246

October 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 24, 1958, on Contract No. 5246, Brooning Ave.-Rosedale Section, in Marion County, in connection with Federal Aid Project No. DF-379(2), F-379(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

cc: Clarence G. Swanson

Form E-1-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 25, 1958

Section Browning Ave. - Rosedale

Highway Liberty Road County Marion

Contractor Central Paving Co.

Date of contract July 18, 1958

Date work started July 1, 1958

Project authorization . . . . . $ 183,802.50
Exclusive of engineering . . . . $ 170,732.10

Engineering authorization . . . . $ 13070.40

Engineering cost to date $ 13,075.00, 100.04 %

Kind of work Grading and Paving

Section prefix 524-1038

Contract number 5246

Specified work days 65 begin July 28

Work days used 58

Per cent of time elapsed 89.2 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 162,200.00

Estimated per cent underrun . . . . . -5.0 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed October 24, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this project has been completed and all equipment is off the job as of Friday, October 24, 1958. Mr. J. D. Walker, Div. Engr. has been over the project and stated he is satisfied with the job.

CONSTRUCTION DIVISION
RECEIVED
OCT 28 1958
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

Signed Lemuel E. Bird

Address Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.09	3.09			3.09
Miles partially completed	"	"			"
Miles completed	"	"			"
Total estimated quantities (contract)	31100 c.y.	28800 tons			6200 tons
Total quantities corrected to date	29786 "	26593 "			6060 "
Estimated quantities moved or placed to date	Completed	Completed			Completed
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	Rain		
Thursday	Clear		
Friday	"		
Saturday	"		

Form E-1—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 25, 1958

Section Browning Ave. - Rosedale

Kind of work Grading and Paving

Highway Liberty Road County Marion

Section prefix 524-1038

Contractor Central Paving Co.

Contract number 5246

Date of contract July 18, 1958

Specified work days 65 begin July 28

Date work started July 1, 1958

Work days used 58

Project authorization . . . . . $ 183,802.50
Exclusive of engineering . . . . $ 170,732.10

Per cent of time elapsed 89.2 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 162,200.00

Estimated per cent ~~XXXXXXXX~~ underrun . . . . . -5.0 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 13070.40

Engineering cost to date $ 13,075.00, 100.04 %

Date project was completed October 24, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this project has been completed and all equipment is off the job as of Friday, October 24, 1958. Mr. J. D. Walker, Div. Engr. has been over the project and stated he is satisfied with the job.

CONSTRUCTION DIVISION
RECEIVED
OCT 28 1958
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

Signed Kenneth E. Bird

Address Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

RECEIVED
FOR FILING

Monthly Transaction No. 9-26	Form 2 (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 3	FEDERAL-AID PROJECT AGREEMENT	County Marion
		Project No. S-379(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Holder Lane-Rosedale Section - Approx. 2.8 miles south jct. FA 3, south approx. 1.5 miles on a county road.**

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-29-58	1.445
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$105,989.00	$ 65,600.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By A. C. Hill

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Folk
C. G. FOLK
Division Engineer

Date executed by Division Engineer **August 26, 1958**

USComm-DC 40257

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Browning Road-Roseedale Section, Project No. S-379(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WCC:mas

August 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Browning Avenue-Rosedale Section, Project No. S-379(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

RNC:mfh

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-379(1)

BROADWAY AVENUE-ROSEDALE SECTION OF
THE LIBERTY ROAD IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 6, 1958

Type Code 6201
Roadway (Sta. 97+00 to Sta. 173+23.37)
(Contract No. 5216)

Clearing and Grubbing	All Required (50%)	$	$ 4,250.00
Removal of Box Culvert & Retaining Wall	All Required (50%)		375.00
Drainage Excavation, Unclassified	225 cu. yds.	3.00	675.00
General Excavation, Unclassified	23,900 cu. yds.	0.45	10,768.50
Short Overhaul	64,200 yd. stn.	0.02	1,284.00
Long Overhaul	1,460 C-yd.stn.	0.50	730.00
Finishing Roadbed and Slopes	1.44 miles	750.00	1,080.00
12-inch Concrete Pipe	750 lin. ft.	2.00	1,500.00
18-inch Concrete Pipe	50 lin. ft.	3.50	175.00
60-inch Concrete Pipe	70 lin. ft.	20.00	1,400.00
Class "A" Concrete in Box Culvert	66 cu. yds.	65.00	4,290.00
Metal Reinforcement	9,000 lbs.	0.14	1,260.00
Coarse Crushed Material in Base	13,000 tons	2.30	29,900.00
3/4" - 0 Material in Base	4,600 tons	2.45	11,270.00
Sprinkling	315 M-Gals.	3.50	1,102.50
Preparation of Base	1.44 miles	350.00	504.00
3/4" - 0 Material in Binder Course	200 tons	3.50	700.00
RC-3 Asphalt	24 tons	55.00	1,320.00
Class "B" Asphaltic Concrete	3,200 tons	7.25	23,200.00
RS-1 Asphalt	1 ton	70.00	70.00
			$ 95,854.00
Flagging (5 7½% of Contractor's Cost)	All Required		500.00
	Subtotal		$ 96,354.00
	10% Engr. & Cont.		9,635.40
	Total		$105,989.40

Length of Roadway . . . . . 1.445 miles
Cost of Roadway Per Mile $73,349.06

Federal Funds	$ 65,600.00
State Funds	20,194.70
County Funds	20,194.70
	$105,989.40

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Note: Necessary funds have been deposited by Marion County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-379(2)

BROWNING AVENUE-ROSEDALE SECTION OF THE LIBERTY ROAD

IN MARION COUNTY

5246

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 14, 1958

Type Code 6201
Roadway (Sta. 10+00 to Sta. 97+00)(Contract No. 5246)

Clearing and Grubbing	All Required (50%)		$4,250.00
Removal of Box Culvert & Retaining Wall	All Required (50%)		375.00
Drainage Excavation, Unclassified	235 cu. yds.	$3.00	705.00
General Excavation, Unclassified	7,170 cu. yds.	.45	3,226.50
Short Overhaul	7,800 yd. sta.	.02	156.00
Long Overhaul	320 C-yd.sta.	.50	160.00
Finishing Roadbed and Slopes	1.65 miles	750.00	1,237.50
12-inch Concrete Pipe	1,090 lin. ft.	2.00	2,180.00
18-inch Concrete Pipe	110 lin. ft.	3.50	385.00
24-inch Concrete Pipe	50 lin. ft.	5.00	250.00
36-inch Concrete Pipe	50 lin. ft.	8.00	400.00
48-inch Concrete Pipe	14 lin. ft.	12.00	168.00
Concrete Inlets, Type "G"	1 only	75.00	75.00
Adjust and Seal Inlets	2 only	35.00	70.00
Adjustment of Inlets	1 only	30.00	30.00
Class "A" Concrete in Walls	18 cu. yds.	60.00	1,080.00
Metal Reinforcement in Walls	1,200 lbs.	.14	168.00
Coarse Crushed Material in Base	7,300 tons	2.30	16,790.00
3/4" - 0 Material in Base	3,900 tons	2.45	9,555.00
Sprinkling	235 M-gals.	3.50	822.50
Preparation of Base	1.65 miles	350.00	577.50
3/4" - 0 Material in Binder Course	60 tons	3.50	210.00
MC-3 Asphalt	6 tons	55.00	330.00
Class "B" Asphaltic Concrete	3,000 tons	7.25	21,750.00
RS-1 Asphalt	3 tons	70.00	210.00
Extra for Asphaltic Concrete Approaches	18 only	30.00	540.00
			$65,701.00
Flagging (57½ of Contractors Cost)	all Required		500.00
	Subtotal		$66,201.00
	10% Engr. & Cont.		6,620.10
	Total		$72,821.10

Length of Roadway. . . . . 1.648 miles
Cost of Roadway per mile $44,187.56

Federal "B" Funds	$54,300.00
Federal "S" Funds	11,400.00
State Funds	3,560.55
County Funds	3,560.55
	$72,821.10

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939
Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Marion County with the Highway Department.

RECEIVED
AUG 5 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT S. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 5, 1958

Central Paving Co.
P. O. Box 38
Independence, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5246, awarded July 18, 1958, for grading and paving on the Browning Ave.-Rosedale Section of Liberty Road in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Form A-150 10M 6-57

NOT_D
Harold C. Ayers

NOTED
John r. Hagemann

INVOICE

Oregon State Highway Department

SALEM, OREGON

Marion County
Salem, Oregon

RECEIVED
JUL 23 1958

Invoice No. 56557

Date July 22, 1958

Your Req. No.

Billing Request No. cc 426

Credit Distribution: 524-1038-297

Advance Deposit	25,417.16
Partial transfer county's share total costs of the Browning Avenue-Rosedale Section of FAS 742 covered by agreement dated June 1958.	20,417.16
To be retained	$5,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $...

By ...

State Printing 4396

NOTED
Harold C. Ayers

July 18, 1958

NOTED
V. R. JONES

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Dear Mr. Anderson:

This is to advise that contract No. 5246 has been awarded to Central Paving Company for constructing the Browning Avenue-Rosedale Section of FAS 742. A copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:be

NOTED
JOHN D. GRAHAM

NOTED
E. G. SWENSON

JOHN A. ANDERSON, R. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 74
SALEM, OREGON

NOTED
Harold C. Ayers

July 17
1958

NOTED
V. R. JONES

Mr. C. G. Swenson
City and County Relations Office
State Highway Department
Salem, Oregon

NOTED
John D. Graham

Dear Mr. Swenson:

Attached hereto is a check in the amount of $16,370.00 as Marion County's share of the construction cost of the Browning Avenue-Rosedale section improvement of Liberty Road, Marion County, Oregon.

Very truly yours,

NOTED
JOHN D. GRAHAM

John A. Anderson
County Engineer

JAA:ms
Encl.

cc County Court

Marion County warrant no 6269 for $16,370.00 to Acctg Div. 7-18

RECEIVED
JUL 21 1958
ENGINEER
CITY & CITY RELATIONS

RECEIVED
JUL 18 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
JUL 21 1958
FOR FILING

I-379(1)
I2-379(2)
5246

July 18, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 1, 1958, on Contract No. 5246, Browning Avenue-Rosedale Section, in Marion County, in connection with Federal Aid Project No. I-379(1) I2-379(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DEP:lmr

RECEIVED
JUL 13 1958
FOR FILING

July 18, 1958

Central Paving Company
P. O. Box 38
Independence, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958, accepted your proposal for grading and paving on Browning Avenue-Rosedale Section of Liberty County Road in Marion County for the sum of $161,555.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5246.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 18, 1958

Central Paving Company
Independence,
Oregon

Contract for grading and paving on Browning Avenue-Rosedale Section of Liberty County Road one mile south of Salem, Marion County, for which you submitted low bid on June 17, 1958, awarded you today. Contract forms follow shortly.

Floyd Query, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

JOHN A. ANDERSON, R. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 74
SALEM, OREGON

July 15
1958

Mr. C. G. Swenson
Engineer
City & County Relations
State Highway Department
Salem, Oregon

NOTED
John r. Hagemann

Dear Mr. Swenson:

I hereby certify that Marion County has obtained right of way options or deeds on all but two parcels of property listed in your letter of May 29, 1958.

Those parcels on which options have not been obtained are your file No. 28108 and 28112. However, the above named parcels are being condemned by the County Court. The County Court this morning signed the condemnation authorization on the above parcels.

It appears to this office, therefore, that we have completed negotiations for all right of way as set forth by the State Highway Right of Way Department.

Very truly yours,

John A. Anderson
County Engineer

JAA:ms

Check will be in Fri

Rec'd 7/15/58

RECEIVED
JUL 16 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 16 1958
ENGINEER
COUNTY ... RELATIONS

RECEIVED
JUL 1 - 1958
FOR FILING

June 30, 1958

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing for the records and files of Marion County one fully executed copy of a maintenance agreement and two fully executed copies of finance agreements between the State Highway Commission and Marion County covering the Browning Avenue-Rosedale Section, S-379(1) & DS-379(2), FAS 742.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By _____
Floyd Query, Assistant Secretary

rn
Enc. 3

RECEIVED
JUL 8 - 1958
FOR FILING

Salem, Oregon
June 30, 1958

FAS Project Agreements
FAS 742, Marion County

Mr. C. G. Swenson
Engineer, County & City Relations Dept.
O f f i c e

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and two conformed copies of finance agreements with Marion County covering the Browning Avenue-Rosedale Section, S-379(1) & BS-379(2), FAS 742.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Marion County.

Assistant Secretary

rm
Attach; 6

FORM E-20 80M 8-57—0503

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1958

SUBJECT: FAS Project Agreements
FAS 742, Marion County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies each of finance agreements covering the Browning Avenue-Rosedale Section of FAS 742 in Marion County. One set of finance agreements covers the county's DS money and the other set covers the regular FAS funds.

Two copies of each agreement have been executed by the Court and are now ready for signature by the Highway Commission. These copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

The project was approved by the Highway Commission 11/8/56.

John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

P.S. The DS portion of the project is to be approved by the Comm on June 19

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 6-18-58

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-8-56 minute page 47 6-19-58 agenda 3h
Floyd Ousley
Asst Secretary

NOTED
Harold C. Ayers

June 6, 1958

NOTED
NOTED V. R. JONES
John F. Hagemann

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

Dear Mr. Anderson:

Enclosed are two copies each of two agreements covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Browning Avenue-Rosedale Section of FAS 742 upon which bids will be received June 17.

The finance agreements cover state and county participation in costs and provide for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost including engineering and contingencies is $73,000 for the DS project and $108,000 for the S project for a total of $181,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in this office not later than June 13.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm
Encl.

FORM E30—80M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

NOTED
Harold C. Ayers

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1958

SUBJECT: OPTIONS
Browning Avenue-Rosedale
Liberty Road
Marion County

To: Mr. C. G. Swenson
County & City Relations
O F F I C E

NOTED
JOHN D. GRAHAM

NOTED
John F. Hagemann

Attached you will find fifteen option forms in quintuplet covering right of way to be acquired in connection with Browning Avenue-Rosedale Section of Liberty Road in Marion County. This contract is scheduled for letting June 17, 1958.

We are forwarding under separate cover five prints of Map No. 8B-9-16 covering this area and bearing our date of May 28, 1958.

File No.	Name	Area
28108	U. S. Nat'l Bank of Portland	0.02 Ac. P 1
		0.16 Ac. P 2
28109	Roy S. Farrand, et ux	0.04 Ac.
28110	Nellie C. Flansoen	0.24 Ac. P 1
		0.22 Ac. P 2
28111	Henry H. Staggs	0.15 Ac.
28112	Lester A. Rux, et ux	0.1 Ac.
28113	Roy Rae, et ux	0.44 Ac. P 1
		0.16 Ac. P 2
28114	C. I. Graves	0.07 Ac.
28115	Alvin O. McMillen, et ux	0.25 Ac. P 1
		0.02 Ac. P 2
28116	Ralph Alexander	0.03 Ac.
28117	Grant Teter, et ux	0.12 Ac.
28118	Orla B. Miles, et ux	0.53 Ac.
28119	A. J. Apperson, et ux & L. W. Croxton	0.18 Ac.
28120	Mary Q. Farr	1.06 Ac.
28121	Paul and H. T. Berndt	0.67 Ac. P 1
		0.08 Ac. P 2
28122	R. E. Ladd	0.67 Ac.

To CO. 6/2/58 9 7.1

EHL.

EARL F. SALING
Right of Way Office Manager

NOTED
C. G. SWENSON

MM:jm
Encls: 15 Options
cc: R. L. Porter

MEMO TO J. W. NASH
5/26/58

FAS 742, MARION COUNTY

TERMINI: From DS project at Holder Lane, southerly to Rosedale (Holder Lane-Rosedale Section).

PROPOSED WORK: Grade, drain, and construct 2-lane high type surfacing

PROJECT LENGTH: 1.49 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$100,000	$60,000	$20,000	$20,000 (County)

EXISTING FACILITY:
ROADWAY: 16' wide asphaltic concrete pavement with 8' shoulders in fair condition. Some substandard grade and alignment
STRUCTURES: None.

ADJACENT SECTIONS:
NORTH END: 16' asphaltic concrete wearing surface with 8' shoulders being reconstructed to 22' asphaltic concrete pavement with 8' shoulders under DS project.
SOUTH END: 18' bituminous wearing surface with 6' shoulders.

PROJECT DATA: Grade and drain to an improved grade and alignment, place base material, and construct a 22' wide asphaltic concrete wearing surface with 4' shoulders.

ROW WIDTH: 60' minimum

MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.
RR XING: None.
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None.
PUBLIC HEARING: None required
ROUTE DATA: See DS project.

NOTED
JOHN D. GRAHAM

JFH:mm

NOTED

MEMO TO J. W. NASH
5/23/58

FAS 742, MARION COUNTY (DS Funds)

TERMINI: From Browning Avenue approximately 1.2 miles south of the junction of FAS 742 with FAP Route 3 southerly to Naxxx Holder Lane (Browning Avenue-Holder Lane Section).

PROPOSED WORK: Grade, drain, and construct 2-lane high type pavement.

PROJECT LENGTH: 1.6 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$77,000	$57,400	$3,800	$3,800 (Co.) $12,000 (L.)

EXISTING FACILITY:
ROADWAY: The northerly 0.6 mile has a 20' wide asphaltic concrete wearing surface with 8' shoulders. The remaining 1 mile has a 16' wide asphaltic concrete wearing surface with 8' shoulders. The condition of the pavement is fair.
STRUCTURES: None.

ADJACENT SECTIONS:
NORTH END: 22' wide bituminous wearing surface with 8' to 10' shoulders.
SOUTH END: 16' wide bituminous wearing surface with 8' shoulders to be reconstructed in conjunction with this project.

PROJECT DATA: Grade and drain, place base material, and construct a 22' wide asphaltic concrete wearing surface 22' in width with 8' shoulders on the northerly 0.95 mile and 4' shoulders on the balance. The grading primarily consists of widening with minor improvements in grade and alignment. The existing pavement will be xix salvaged by resurfacing wherever possible.

ROW WIDTH: Minimum 60'.

MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.
RR XING: None.
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None.
PUBLIC HEARING: None required.

NOTED
JOHN D. GRAHAM

FAS 742 serves a densely populated suburban area and a large farming area south of Lincoln. It is a mail, school bus, and milk route.

JFH:mm

NOTED
C. G. SWANSON

NOTED

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Salem, Oregon
May 6, 1958

Mr. G. S. Paxson
O F F I C E

NOTED
John F. Hagemann

Browning Avenue-Rosedale Section
FAS 742, Marion County

At the request of the county, Mr. Asburry, Assistant Division Engineer, and I reviewed the plans for the subject-named county FAS project with the Marion County Court and county engineer on this date.

The county approved the plans as worked up by the division office with the exception of the provisions for standard de-acceleration lanes at all public road junctions and intersections. The county advised that the cost of constructing these lanes plus the additional right-of-way required could not be justified under the county's limited road budget. As a result the county requested deletion of these standard de-acceleration lanes at all road intersections except intersections with the following principal roads:

(1) Skyline Road (Market Road No. 25) - County requested a channelized treatment rather than standard de-acceleration lanes.

(2) Boone Road - Channelized treatment.

(3) Davis Road (County Road No. 8.3) - Standard de-acceleration lane.

The county also requested that the right-of-way description for the Mary Q. Farr property be revised so as not to include two fir trees located approximately 300' south of Jory Road. Mr. Asburry advised that this could be done and still leave sufficient right-of-way for construction.

Right-of-way to be obtained from E. E. Ladd is to include only that necessary for the road construction plus an excess piece lying between a proposed channel change and the existing creek.

Under our presently adopted policy of requiring de-acceleration lanes on all projects, this matter will be continuously questioned by the various counties in connection with county FAS projects. It may be we would wish to modify this policy insofar as county FAS projects are concerned.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

cc: Tom Edwards
J. D. Walker
Marion County Court
John Anderson, County Engineer
Frank Holl

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

MARION COUNTY
PROPOSED PROJECTS

FAS 742 - Browning Avenue-Rosedale Section, $120,000. This section will begin at the intersection of FAS 742 (Liberty Road) with Browning Avenue and extend southerly as far as available funds will permit which is estimated to be approximately three miles.

The proposed project is to widen and resurface the existing 18' bituminous surface with a 22' wide asphaltic concrete pavement with 8' shoulders.

- - - - - - - -

All of the funds programed for the foregoing individual projects are on a tentative basis and may be adjusted between projects when firm cost estimates are available. All road construction is set up for a 22' pavement with 8' shoulders; however, after surveys have been made it may be necessary to modify the shoulder width for short sections where right-of-way costs would be excessive.

Mr. Anderson, Marion County Engineer, should be consulted prior to and during the preliminary engineering work.

Approved by Hwy Comm. 11-8-56

10/25/56
(56-1)

F-326(4) Jonesboro-Tunnel Sec. of Central Oregon Hwy. 1958
#5247

RR-
125

RECEIVED w. C. Williams

July 7, 1960

FINAL COST ANALYSIS

Jonesboro-Tunnel Section — Structures, Grade & Pave — Central Oregon Highway

Contract No. 5247 — Contractor: Central Paving Company — Prefix No. 23-1079

Resident Engineer: R. R. Cameron

NOTED W. C. WILLIAMS

5247

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
* 1. Clearing & Grubbing	100%	All	5,000.00	4,488.98	4,488.98	5,000.00
* 2. Drainage Excav., Unclass.	1,964.9	Cu. Yd.	3.00	1.52	3,006.01	5,894.20
* 3. General Excav., Unclass.	186,587	Cu. Yd.	0.62	0.67	125,671.38	115,683.94
* 4. Short Overhaul	346,415	Yd. Sta.	0.01	0.004	1,331.55	3,464.15
* 5. Long Overhaul	17,253.6	C-Yd. Sta.	0.40	0.153	2,652.81	6,901.44
* 6. Finish R.B. & Slopes	8.19	Mile	500.00	192.19	1,574.04	4,095.00
* 7. Rounding Cutbanks	13,730	Lin. Ft.	0.20	0.077	1,055.50	2,746.00
* 8. 12" Concrete Pipe	354	Lin. Ft.	3.50	3.81	1,351.65	1,239.00
* 9. 18" Concrete Pipe	144	Lin. Ft.	6.00	6.49	934.88	864.00
*10. 24" Concrete Pipe	216	Lin. Ft.	9.00	9.72	2,101.27	1,944.00
*11. 36" Concrete Pipe	112	Lin. Ft.	15.00	16.13	1,806.85	1,680.00
*12. 24" Corr. Metal Pipe	134	Lin. Ft.	7.00	7.44	997.55	938.00
*13. 60" Corr. Metal Pipe	62	Lin. Ft.	36.00	38.18	2,367.44	2,232.00
*14. 78" Corr. Metal Pipe	20	Lin. Ft.	54.00	57.38	1,147.62	1,080.00
*15. 65" Arch Type C.M.P.	54	Lin. Ft.	30.00	31.78	1,716.22	1,620.00
*16. Salvaging Culv. Pipe	356	Lin. Ft.	2.25	1.37	491.04	801.00
*17. 24" Metal Tide Gates	1	Each	140.00	151.51	151.51	140.00
*18. Concrete Inlets, Type D	1	Each	100.00	108.09	108.09	100.00
**19. Metal Guard Rail	3,601	Lin. Ft.	2.55	2.57	9,274.37	9,182.55
**20. Mtl. Sight Posts, Dbl. Reflec.	240	Each	4.50	4.54	1,090.80	1,080.00
**21. Type 1 Fence	761.1	Rod	4.75	4.80	3,651.38	3,615.23
22. Coarse Cr. Mat'l in Base	69,514.915	Ton	1.40	1.62	113,160.08	97,320.88
23. 3/4"-0 Mat'l in Base	14,697.005	Ton	1.50	1.98	29,106.11	22,045.51

FINAL COST ANALYSIS - Contract No. 5247
Jonesboro-Tunnel Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
24. Sprinkling	1,845	M-Gal.	2.00	1.14	2,117.10	3,690.00
25. Preparation of Base	8.19	Mile	250.00	96.85	793.27	2,047.50
26. 3/4"-0 Mat'l in Binder Crse.	1,015.22	Ton	2.85	3.11	3,163.17	2,893.38
27. MC-2 Asph. in Binder Crse.	82.60	Ton	55.00	50.73	4,190.72	4,543.00
28. Asph. Conc. Mix in Patching	2,887.415	Ton	3.35	2.75	7,934.19	9,672.84
29. Asph. Conc. Mixture	23,745.09	Ton	3.35	2.79	66,302.26	79,546.05
30. 85-100 Asph. in Mixture	1,447.44	Ton	43.60	39.23	56,785.34	63,108.38
31. Extra for Asph. Conc. Appr.	21	Each	30.00	10.57	222.01	630.00
32. RS-1 Asphalt	2.2	Ton	60.00	85.94	189.07	132.00
STRUCTURES:						
***33. Remove old Bridges and make Provisions for Traffic	100%	All	4,600.00	3,535.00	3,535.00	4,600.00
***34. Structural Excavation	487.83	Cu. Yd.	12.00	11.11	5,419.79	5,853.96
***35. Class A Concrete	420.693	Cu. Yd.	82.60	78.77	33,142.19	34,749.24
***36. Metal Reinforcement	80,853	Lb.	0.13	0.13	10,615.99	10,510.89
***37. 8" Metal Drain Pipe	40	Lin. Ft.	4.50	4.09	163.62	180.00
*PA#1 36" Corr. Metal Pipe	36	Lin. Ft.	20.00	21.61	777.90	720.00
*PA#2 84" Corr. Metal Pipe	64	Lin. Ft.	65.00	68.83	4,405.21	4,160.00
*PA#3 Rock Borrow Excav.	4,235.6	Cu. Yd.	1.20	1.28	5,435.78	5,082.72
*PA#4 48" Corr. Metal Pipe Bands	2	Each	20.00	21.37	42.75	40.00
*PA#5 Purchase Excess 72" CMP	18	Lin. Ft.	27.65	28.47	512.63	497.70
*PA#5 Purch. Excess 72" CMP Bands	1	Each	53.60	55.21	55.21	53.60
*PA#5 Purch. Excess 78" CMP	62	Lin. Ft.	33.96	34.97	2,168.69	2,105.52
*PA#5 Purch. Excess 78" CMP Bands	3	Each	65.68	67.65	202.95	197.04

FINAL COST ANALYSIS - Contract No. 5247
Jonesboro-Tunnel Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Force Account (State participation in flagging)					5,476.16	5,476.16
					$521,767.50	$530,157.38

	Gross Revenue	Total Cost	Net Profit	Net Loss	% Profit	% Loss
Central Paving Co.	364,020.38	352,832.88	11,187.50		3.07	
*G.D. Dennis & Sons	166,137.00	168,934.62		2,797.62		1.68
	$ 530,157.38	$ 521,767.50	$ 8,389.88		1.58	

Work done by others:

** McWaters Construction Co., Boise, Idaho (all)

*** Henry G. Stach Construction Co., Oakridge (all)

DETAIL OF COSTS - Contract No. 5247

Labor:					
Labor and Supervision				$ 34,886.36	
Labor Insurance				3,308.27	
Health & Welfare, Pension, Travel-Transportation				3,519.56	$ 41,714.19
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				21,000.82	
Equipment Rental, hired without operator				14,008.45	
Gas, Oil and Grease				5,920.67	
Bond				1,967.66	
Home Office and General Overhead				1,251.43	
Small Tools and Misc. Supplies				1,000.00	45,149.03
Materials:					
MC-2 Asphalt	82.60	Ton	@ $41.00	3,386.60	
85-100 Asphalt	1,447.44	Ton	@ $32.75	47,403.66	
RS-1 Asphalt	2.2	Ton	@ $58.00	127.60	
Freight on Asphalt	1,532.24	Ton	@ $5.12	7,846.01	
Materials Purchased From N.A. Toole:					
Coars Cr.Mat'l in Base	69,514.915	Ton	@ $1.29	89,674.24	
3/4"-0 Crushed Mat'l	15,712.225	Ton	@ $1.57	24,668.20	
A.C. Aggregate	26,632.5	Ton	@ $1.00	26,632.50	199,738.81
Work Done by Others:					
McWaters Construction Co.				13,877.78	
Henry G. Stach Construction Co.				52,353.07	
G.D. Dennis & Sons				168,934.62	235,165.47
			TOTAL		$ 521,767.50

Remarks - Contract No. 5247

This was a "Federal Aid Primary Project" consistin g of the construction of 8.19 miles of main highway roadbed, involving 186,587 cubic yards of general excavation; the construction of three reinforced concrete structures; the construction of 8.19 miles of stone base and shoulders, involving 84,211.92 tons of crushed materials; and the construction of 8.19 miles of asphaltic concrete pavement, involving 26,632.5 tons of asphaltic concrete on the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County.

This project was bid on May 29, 1958, awarded July 24, 1958 and completed September 2, 1959.

Henry Stach Construction Company began the construction of the detour at Sperry Creek Bridge on September 16, 1958, using a crew of two men, one dump truck and one Model 800 Case Terratrac front end loader with a 3/8-cubic yard backhoe mounted on the rear. The detour was completed and the old structure removed by September 26th. They also started work on the detour at the Gold Creek Bridge. The excavation for the footings of the Sperry Creek structure was started September 29th.

G.D. Dennis & Sons began moving equipment onto the project during the week of November 7, 1958 and started working two D-8 caterpillar dozers the following week on clearing in preparation for channel change excavations at Stations 655 and 875.

Work on the channel change at Station 875 was started November 17th, using a 51-B (Bucyrus-Erie) dragline and two International Payhauler trucks. The channel change at the Jonesboro Undercrossing was also started with the following equipment: Two D-8 tractors with 80-D scrapers, and one D-8 dozer for a pusher. One #12 caterpillar grader provided maintenance on the subgrade.

The following week a 22-B dragline began work at the special ditch at Stations 658 to 665.

McWaters Construction Company began fencing operations along the railroad encroachments and BLM lands on December 15th. Dennis & Sons added one D-8 dozer with ripper attachment, one #12 blade, and two S-18 Euclid scrapers to his equipment spread during this week.

N.A. Toole, crushing contractor, began moving his crushing equipment, during the week of December 26th, into a private quarry located off the right-of-way at Station 810. Drilling and shooting of the quarry and plant set up was accomplished during the following two weeks. Crushing of 1-1/2"-0 base material began on January 12, 1959. The average hourly production for the first five days was 150 tons per operating hour.

Remarks Cont'd - Contract No. 5247

The grading contractor began drilling of rock cuts on January 19th. Considerable rock was encountered. Shooting and excavation of rock cuts started on Friday, February 6th.

Grading operations were continuous with the exception of a period during Christmas and a few delays caused by wet weather. All grading work was completed March 20, 1959.

The prime contractor began moving in a 6000 lb. batching plant and allied equipment on March 23rd. The asphalt plant was not set up until April 6th, after the crushing plant was removed from the quarry area. The A.C. plant began operations on Monday, April 13th. Patching of low areas in the old oil surface was done the first half of the week and paving of the first lift was done during the balance of the week.

Paving was completed on May 11, 1959 and the plant and equipment removed from the project. The remaining work consisted of the placing of the guard rails, sight posts, and the finishing work on the structures.

The work on the structures was completed July 3, 1959 and the installation of guard rail and sight posts were completed July 30, 1959.

The prime contractor made a fair profit mostly on the asphaltic paving portion of the contract. A very small margin of profit came from items 33 to 37, which were done at prices less than bid. G.D. Dennis & Sons' portion of the project shows a loss. The loss on general excavation is offset by the margin of profit on items 4 to 7. The major loss was on cost of culvert installation.

The small profit made on the overall project was due to hiring of other contractors at bid prices (the costs on these items could not be obtained), also to the price of purchased crushed base and leveling material.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

Contract No 5247 3-14-60 A

RECEIVED
MAR 31 1960
BUREAU OF PUBLIC ROADS

Monthly transaction number	Form R-2A (5-[illegible]-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number F-326(4)	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Malheur
		Project number F-326(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on Sept. 16, 1958, is hereby modified as follows:

Revised estimated total cost of project $ 572,641

Revised Federal funds $ 352,365

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14 day of March, 1960.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
Division Engineer

By: C. C. Pike
R. C. Wright
Acting Administrative Manager

USComm-DC 11170

March 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Jonesboro-Tunnel Section, Project No. F-326(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Contract 5247

RECEIVED
SEP 17 1958

Form (9-1..)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State: Oregon

Project Report No.
FOR FILING
6F

FEDERAL-AID PROJECT AGREEMENT

County: Malheur

Project No. F-326(4)

5247

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini: **Approximately 12 miles East of Juntura, east approximately 7.3 miles (Jonesboro-Tunnel Section) on U.S. 20**

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering	3-12-58	-------
Rights-of-Way		
Construction	5-14-58	8.225
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 500,277.00	$ 309,400.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By H. A. Hill

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

Date executed by Division Engineer September 16, 1958

USComm-DC 40257

September 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Jonesboro-Tunnel Section, Project No. F-326(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RNC:maj

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Jonesboro-Tunnel Section, Project No. F-326(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WHC:er

Oregon State Highway Department

Federal Aid
Project No. F-326(4)

JONESBORO-TUNNEL SECTION OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY.

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 20, 1958

Type Code P. E.

Preliminary Engineering	All Required		$10,000.00

Type Code 6201
Roadway (Sta. 638+00 to Sta. 1074+41.73)(Contract No. 5247)

Clearing and Grubbing	All Required		$ 5,000.00
Drainage Excavation, Unclassified	350 cu.yds.	$3.00	1,050.00
General Excavation, Unclassified	129,200 cu.yds.	.62	80,104.00
Short Overhaul	295,500 yd.sta.	.01	2,955.00
Long Overhaul	16,500 C-yd.sta.	.40	6,600.00
Finishing Roadbed and Slopes	8.19 Miles	500.00	4,095.00
Rounding Cutbanks	15,000 lin.ft.	.20	3,000.00
12-inch Concrete Pipe	140 lin.ft.	3.50	490.00
18-inch Concrete Pipe	120 lin.ft.	6.00	720.00
24-inch Concrete Pipe	160 lin.ft.	9.00	1,440.00
36-inch Concrete Pipe	110 lin.ft.	15.00	1,650.00
24-inch Corrugated Metal Pipe	110 lin.ft.	7.00	770.00
60-inch Corrugated Metal Pipe	70 lin.ft.	36.00	2,520.00
78-inch Corrugated Metal Pipe	70 lin.ft.	54.00	3,780.00
65-inch Arch Type Corrugated Metal Pipe	60 lin.ft.	30.00	1,800.00
Salvaging Culvert Pipe	160 lin.ft.	2.25	360.00
24-inch Metal Tide Gates	1 only	140.00	140.00
Concrete Inlets, Type "D"	1 only	100.00	100.00
Metal Guard Rail	3,600 lin.ft.	2.55	9,180.00
Metal Sight Posts, Double Reflectors	240 only	4.50	1,080.00
Type 1 Fence	110 rods	4.75	522.50
Coarse Crushed Material in Base	46,200 tons	1.40	64,680.00
3/4" - 0 Material in Base	11,400 tons	1.50	17,100.00
Sprinkling	1,200 M-Gals.	2.00	2,400.00
Preparation of Base	8.19 Miles	250.00	2,047.50
3/4" - 0 Material in Binder Course	200 tons	2.85	570.00
MC-2 Asphalt in Binder Course	24 tons	55.00	1,320.00
Asphaltic Concrete Mixture in Patching	4,000 tons	3.35	13,400.00
Asphaltic Concrete Mixture	25,000 tons	3.35	83,750.00
85-100 Asphalt in Mixture	1,740 tons	43.60	75,864.00
Extra for Asphaltic Concrete Approaches	6 only	30.00	180.00
RS-1 Asphalt	16 tons	60.00	960.00
			$ 389,628.00

Flagging (57½% of Contractors Cost)	All Required		2,500.00
Work by Oregon-Washington Telephone Co.	All Required		970.00
Work by Idaho Power Co.	All Required		320.00
	Subtotal		$ 393,418.00
	10% Engr. & Cont.		39,341.80
	Total		$ 432,759.80

Type Code X020
Black Canyon Bridge (Sta. 717+43 to Sta. 718+12)(Contract No. 5247)

Removal of Old Bridge and Provisions for Traffic (33⅓%)	All Required		$ 1,533.00
Structural Excavation	160 cu.yds.	$ 12.00	1,920.00
Class "A" Concrete	157 cu.yds.	82.60	12,968.20
Metal Reinforcement	35,200 lbs.	.13	4,576.00
8-inch Metal Drain Pipe	16 lin.ft.	4.50	72.00
			21,069.20

Type Code X020
Sperry Creek Bridge (Sta. 852+55 to Sta. 853+11)(Contract No. 5247)

Removal of Old Bridge and Provisions for Traffic (33⅓%)	All Required		$ 1,533.00
Structural Excavation	115 cu.yds.	$12.00	1,380.00
Class "A" Concrete	117 cu.yds.	82.60	9,664.20
Metal Reinforcement	21,000 lin.ft.	0.13	2,730.00
8-inch Metal Drain Pipe	17 lin.ft.	4.50	76.50
			$ 15,383.70

Type Code X020
Gold Creek Bridge (Sta. 988+96 to Sta. 989+52)(Contract No. 5247)

Removal of Old Bridge and Provisions for Traffic (33⅓%)	All Required		1,534.00
Structural Excavation	115 cu.yds.	$12.00	1,380.00
Class "A" Concrete	121 cu.yds.	82.60	9,994.60
Metal Reinforcement	21,750 lbs.	0.13	2,827.50
8-inch Metal Drain Pipe	22 lin.ft.	4.50	99.00
			$ 15,835.10
	Subtotal		52,288.00
	10% Engr. & Cont.		5,228.80
	Total		$ 57,516.80

Length of Roadway.	8.191 Miles
Length of 4 Structures	0.074 Mile
Total Length	8.265 Miles
Cost of Roadway Per Mile	$52,833.57

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00
Roadway	432,759.80	267,800.00	164,959.80
Structures	57,516.80	35,600.00	21,916.80
	$500,276.60	$ 309,400.00	$ 190,876.60

RECEIVED
JAN 11 1960
FOR FILING

F-326(4)

January 11, 1960

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

State Highway contract #5247 for structures-grading-paving the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County was completed by the contractor, Central Paving Company, on September 2, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $15,768.95 will be released to the contractor on or after January 21, 1960. The total contract amount is $530,157.38, of which amount $5,476.16 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

RECEIVED
OCT 12 1959
FOR FILING

F 326(4)

5247

October 9, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Central Paving Company on contract #5247 for structures-grading-paving on the Jonesboro-Tunnel Section of Central Oregon Highway in Malheur County.

This payment, in the amount of $670.57 will be released to contractor on or after October 19, 1959. The retained percentage is $15,908.92.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FINAL REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 26, 19 59

Section Jonesboro-Tunnel

Kind of work Structures, Grading & Paving

Highway Central Oregon County Malheur

Section prefix 23-1079

Contractor Central Paving Co.

Contract number 5247

Date of contract July 24, 19 58

Specified work days 170

Date work started Sept. 16, 19 58

Work days used 164

Project authorization . . . . . $ 590,643.00
Exclusive of engineering . . . . $ 555,041.72

Per cent of time elapsed 96.5 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 531,508.95

Estimated per cent [illegible] or underrun . . . . . 3.9 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 35,601.28

Engineering cost to date $ 36,450.00, 102.4 %

Date project was completed Sept. 2, 1959, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate completed and sent to Division office this week.

This is the final report for this project.

CONSTRUCTION DIVISION
RECEIVED
SEP 28 1959
NOTED-- CE ACE ACE COE

NOTED

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed R. R. Cameron

R. R. Cameron, Res. Engr.
Address P. O. Box 402, Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.19	8.19	Structures		8.19
Miles partially completed					
Miles completed	8.19	8.19			8.19
Total estimated quantities (contract)	129,000	57,600	395	[illegible]	29,000
Total quantities corrected to date	186,718	84,210 [illegible]	421		26,632
Estimated quantities moved or placed to date	186,718	84,210	421		26,632
Average daily quantities	project completed				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 18 1959
FOR FILING

September 17, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Central Paving Co., a portion of the funds heretofore retained by the Commission on contract #5247 for structures-grading-paving the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County.

This payment, in the amount of $8,538.89, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $15,888.18. The present payment will be released on or after September 28, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
SEP - 9 1959
FOR FILING

September 8, 1959

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 2, 1959, on Contract No. 5247, Jonesboro Tunnel Section, in Malheur County, in connection with Federal Aid Project No. F-326(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
JUL - 1 1959
FOR FILING
F 326(4)
5247

June 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering signing on the Jaesboro-Tunnel Section of the Central Oregon Highway in Malheur County, Contract No. 5247, in connection with Federal Aid Project No. F-326(4).

This order provides for the permanent signing of the project by the contractor. The signing is for the direction and guidance of traffic and will remain in place.

This type of signing has been done by State Forces in the past and is not included in that required of the contractor.

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

RECEIVED
JUL - 2 1959

FOR FILING

5701 1

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section Jonesboro-Tunnel Highway Central Oregon

County Malheur MP _____ to MP _____ Contractor Central Paving

Resident Engineer Cameron Inspector _____

Date Completed June, 1959 Date Reported June 18, 1959

Type and Thickness of Wearing Surface 4" B A. C. ___ Oil Mat _____ Seal.

N, S, (E,) W from MP or Sta. 638+00							N, S, E, (W) from MP or Sta. 1057+00						
Mile	Wheel Count	Top Roughness Total	Top Roughness Per Mile	Top Test Run On Mile	Top Test Run On Total	Top Test Run On Per mi.	Mile	Wheel Count	Top Roughness Total	Top Roughness Per Mile	Top Test Run On Mile	Top Test Run On Total	Top Test Run On per mi.
1	750	73	73	7	574	90	1	750	90	90	7	596	85
2	1500	157	84	8	658	84	2	1500	174	84	8	680	84
3	2250	238	81				3	2250	256	82			
4	3000	317	79				4	3000	340	84			
5	3750	399	82				5	3750	425	85			
6	4500	484	85				6	4500	511	86			
Average Roughness Per Mile 82.2"							Average Roughness Per Mile 85"						

Remarks: Has a bouncing effect at 20 mph, that becomes a ripple effect at 40 mph with test vehicle (3/4 ton P.U.)

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
FORREST COOPER

RECEIVED
JUN 11 1959
FOR FILING
F: 326(4)

Gen File

Salem, Oregon
June 10, 1959

Project Authorization
Jonesboro-Tunnel Section
Central Oregon Highway
Malheur County
Contract No. 5247

Mr. R. R. Cameron
Resident Highway Engineer
Ontario

This is to advise you that at its meeting on May 28, 1959, the State Highway Commission approved an increase of $90,000.00 in the project authorization for the subject contract.

The new authorization for construction is $590,643.00. This amount should be used in all future reports on this project.

R. L. Porter
Office Engineer

cc: A. F. Parsons
Tom Edwards

RECEIVED
JUN - 4 1959
FOR FILING

A

June 3, 1959

Mr. C. G. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering painting a standard grill cattle guard on the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County, Contract No. 5247, in connection with Federal Aid Project No. F-326(4).

Property lines cross the highway at Station 820. Fences are permitted to the toe of fill or to the guard rail. Painting the guard on the highway will stop cattle from crossing from one property to the other. The fencing will be the responsibility of the land owner.

No added or special benefit will accrue to the land owner by reason of this order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:er

FORM E-123-X 50M 2-59

5247

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
~~ROBERT D. CHEGGMAN, MEMBER~~
~~ASTORIA~~
Glenn L. Jackson
Medford
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

AGENDA
MAY 28 1959
4d-1

May 7, 1959

Oregon State Highway Commission

Gentlemen:

It has become evident that the construction of the Jonesboro-Tunnel Section of the Central Oregon Highway, Contract No. 5247, is going to cost more than was originally anticipated. Present indications are that the project authorization will be exceeded by $90,000, or 18 per cent.

Considerably more overburden and rotten rock were encountered than originally anticipated, requiring flattening of the excavation slopes. Absence of good solid riprap rock originally anticipated increased the costs of the Rogue River channel revision. Also, during the progress of the work, excavations adjacent to and investigations of the old pavement indicated need for reinforcing with crushed rock to provide for stability and durability of a considerable portion not previously anticipated.

In view of the above, it is respectfully requested that the project authorization for this job be increased from $500,643 to $590,643.

Our project authorization overruns have been very few during the calendar year to date, and as of March 31, out of 35 projects finaled, the total authorizations aggregated $11,365,000, while the total expenditures aggregated $10,542,000, for a resultant net underrun of $823,000, or 7.25 per cent.

This matter will be on the agenda for your consideration at the May 28-29 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

5+C

FORM E-20 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1959

SUBJECT: Jonesboro-Tunnel Section
Central Oregon Highway
Contract No. 5247

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I forward herewith a Report on Expected Over-run of Project Authorization for the caption named job. A substantial over-run in the amount of $90,000 or 18 per cent has built up on this project. This over-run has been occasioned as follows:

1. General Excavation in the amount of 71,000 cubic yards or $44,000. The typical section shown on the plans indicated ½:1 slopes for rock and 1½:1 for common whereas the contract quantities were computed on ¼:1 and 1:1. In addition to this, the common terrace materials overlying the rock proved to be deeper than originally thought resulting in the slopes used in common materials generating more yardage. During the progress of the job, need for additional work in the Malheur River channel manifested itself contributing to the total over-run in yardage.

2. Base course materials in the amount of approximately 28,000 tons or $40,000. This additional base was required because considerable of the existing pavement which it was originally thought would be sufficient with only an AC overlay had to be reinforced with substantial lifts of crushed rock to insure its adequacy and life. Some of the existing oil mat had been laid on the native soils. Where this condition prevailed, sound engineering practice and prudence indicated a beefing up of the planned surfacing.

3. Miscellaneous items in the approximate amount of $6,000 including unforseen riprap work in the Malheur River channel along with installation of some extra pipes which were unforseen at the time the job was contracted.

The incurring of the above listed over-runs resulted in a soundly constructed job. In view of this, it is recommended that the Highway Commission be asked to increase the authorization for this project in the amount of $90,000. A rough draft of a letter to the Commission to this effect is forwarded herewith for your consideration.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

RECEIVED
APR 29 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1959
FOR FILING
1-2-41
3247

125

April 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Your File 08-35.4
Oregon Project F-326(4)
Jonesboro-Tunnel Section
Central Oregon Highway

Dear Sir:

We recently received correspondence from you requesting consideration for the installation of guardrail on the left of the subject section between Station 657+00 and Station 675+00. Referral to the plans for this section indicatesthat the drainage ditch for which the guardrail would be installed is approximately 2½ feet deep at Station 657+00. It tapers to a depth of a little over 8 feet at Station 661+90 and 12 feet deep at Station 665+90, P.T. of the 10-degree curve referred to in your letter. Between Station 665+90 and Station 675+00, the roadbed ditch parallels tangent alignment.

The criteria used by the Oregon State Highway Department for installation of guardrail is that guardrail is installed to protect the public from fill slopes appreciably exceeding 12 feet in height. The case in question is admittedly a borderline case. I have investigated the frosting conditions in the area and have been informed that frosting is of a rare occurrence. We also have miles and miles on the Central Oregon Highway where the guardrail criteria is far exceeded and have noticed no detrimental effects due to the lack of it.

It is, therefore, our opinion that guardrail through this section as suggested by you is unwarranted in this case. If, however, you wish it built, give us the word and we will proceed.

Thank you for calling the matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
FBK:jw fn

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

PLEASE RETURN TO
FORREST COOPER

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4

April 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-326(4)
Jonesboro-Tunnel Section of
the Central Oregon Highway

Dear Sir:

A current construction inspection of this project reveals a construction detail which apparently creates a traffic hazard. Opposite Station 657+00 and ahead toward Station 679+50, a roadbed ditch was constructed. This ditch has approximately 1-1/2:1 bank slopes and varies in depth to 10' to 12'. The alignment in this vicinity is a 10° curve left. The ditch begins just easterly of the Railroad Underpass. Past maintenance experience indicates some icing on the roadway in this area. The new work possibly will not correct this condition completely.

We believe guardrail should be placed on the left shoulder from Station 657+00 and proceeding easterly to approximately Station 675+00 where the ditch bank slopes are flatter.

May we have your opinion on this matter?

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Form No. E-273—1014—7-58

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Jonesboro-Tunnel Date April 3, 1959

Highway Central Oregon Contract No. 5247

County Malheur Kind of Work Structures, Grading & Paving Contractor Central Paving Co.

Contract Amount $ 441,916.00

Expected over-runs and under-runs in contract items:

Major items, itemized:	Quantity	Unit Price	Amount
2. Drainage Excavation	1,495	$3.00	$ 4,485.00
3. General Excavation	71,000	0.62	44,020.00
22. Coarse Crushed Material in Base	23,800	1.40	33,320.00
23. 3/4-0 Material in Base	4,600	1.50	6,900.00

Minor items, unitemized algebraic total $ 7,452.95

Subtotal $ 538,093.95

Approved work orders (Price, extra work and state force orders) $ 11,990.87

Expected over-runs and under-runs in work orders:

Major items, itemized:	Amount
P. A. No. 3, Solid Rock Excavation (Borrow)	$2,400.00

Minor items, unitemized algebraic total 290.73

Subtotal $ 552,775.55

Authorization for engineering $ 35,601.28

Expected over-run or under-run of engineering authorization $ 0

Costs not included above (explain) Pipe on Hand (to be purchased at cost) $ 2,600.00

Allowance for future contingencies (_____% of work remaining) $

Credits to come from transfers and deductions $

Present estimate of project cost $ 590,976.83

Brief Statement of principal causes of over-run: Drainage excavation over-ran because it was necessary to construct numerous drainage and outlet ditches not anticipated on the plan. General excavation over-ran because: 1. Borrow necessary for select material for slope protection and embankment. 2. Additional channel changes. 3. Removal of unsuitable fill foundation. 4. More excavation than anticipated in the main roadbed. 5. Excavation necessary to remove old oil where grade would not match. Base rock items over-ran because full base was necessary where old oil was removed, higher specific gravity of the rock, and rock used to backfill soft spots in grade.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 500,643.00	
Present estimate of project cost	$ 590,976.83	
Expected over-run (Amount)	$ 90,333.83	
Expected over-run (per cent)	18.0	

Submitted by: _____ Resident Engineer

Confirmed by: _____ Division Engineer

Noted by: _____ Construction or Bridge Engineer

Noted by: _____ Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
MAR 1959
FOR FILING

RECEIVED
MAR 10 1959
LEGAL DEPT.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1959

To: Mr. James R. Kuhn
Staff Attorney
B U I L D I N G

SUBJECT: Lease of stockpile area
Jonesboro-Tunnel Section
Central Oregon Highway
Contract 5247

In accordance with your instructions of February 18, we have obtained the additional required signatures on the Lease and Assignment in regard to the Central Paving Company on the Jonesboro-Tunnel Contract No. 5247.

Will you please have the attached documents approved by the Chief Counsel and return them to this office for further handling.

Tom Edwards
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

noted JRK

EAP:jk
Attachment

Mr. Rhode: I have gone over this matter of assignment of lease, and after corrections were made it is now approved. Please desire that it be accepted by the Chief Counsel.

J R Kuhn

LAND TITLE INSURANCE COMPANY

77 S.W. THIRD AVENUE

ONTARIO, OREGON

January 30, 1959

Our No. 09372

PRELIMINARY REPORT ONLY

No liability is assumed hereunder until full Policy Premium has been paid.

Nick Toole
Box 718
Ontario, Oregon

Dear Mr. Toole:

We are prepared to issue Title Insurance in the usual form insuring the title to the land hereinafter described.

Dated as of: JANUARY 23, 1959 at 5:00 O'CLOCK P.M.

LAND TITLE INSURANCE COMPANY

By: W. B. Schlupe
W. B. Schlupe Title Officer

Vestee: DENZIL E. JONES.

Description:

In Twp. 20 S., R. 40 E.W.M., Malheur County, Oregon:
Sec. 31: E½NW¼, EXCEPTING THEREFROM that portion lying within the O.W.R.&N. Railroad right of way, AND FURTHER EXCEPTING THEREFROM right of way conveyed to Malheur County, Oregon, by Deed recorded in Book 34 at page 201 of Deeds, and right of way conveyed to the State of Oregon, by and through its State Highway Commission, by Deed dated June 24, 1958, filed July 3, 1958, and recorded in Book 110 of Deeds, Fee No. 3142.

SUBJECT to the usual printed exceptions, and:

1. Charges and assessments of Rural Road Assessment District No. 4 within the boundaries of which District said lands are situated, which said assessments are collected as a part of the general tax levy for Malheur County.

2. Reservations and access restrictions contained in that certain Deed from Denzil E. Jones and Mildred C. Jones, husband and wife, legal owners, Albert Eugene Jones and Greta Tina Jones, husband and wife, contract purchasers, to State of Oregon, by and through its State Highway Commission, dated June 24, 1958, filed July 3, 1958, Fee No. 3142 and recorded in Book 110 of Deeds.

3. Crop liens or crop mortgages.

##########

ASSIGNMENT OF LEASE

For value received Central Paving Company (Name),
contractor on highway (bridge) construction contract No. 5247,
does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for the duration of said contract, all its rights, title, and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premises for the purpose of said contract, and, further, does agree to indemnify and hold harmless the said Highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:

1. Copy of lease from Denzil E. Jones (lessor) to Central Paving Company (contractor-lessee) dated January 1, 1959, covering a parcel of land in Section 31, Township 20 S, Range 40 E, W.M., Malheur County, Oregon.

2. Title report of lessor.

11/29/59
Date

Central Paving Company
Contractor

Independence, Oregon
Place

By George G. Lindall, V.P.

STATE OF OREGON, County of Polk } ss.

On this 29th day of January, 1959, personally came before me, a Notary Public in and for said county and state, the within named George G. Lindall to me personally known to be the identical person described in, and who executed, the within instrument, and who each personally acknowledged to me that he executed the same freely and voluntarily for the use and purposes therein named.

Witness my hand and official seal the day and year last written above.

Dorothy M Pugh
Notary Public for Oregon

My commission expires 3-28-60

Acceptance Recommended:

Deputy State Highway Engineer

Accepted, on behalf of the State Highway Commission

Asst Chief Counsel

ADDENDUM

It is further understood and agreed that this lease agreement shall terminate when the work being performed by Central Paving Company or its subcontractors under the aforementioned State Contract No. 5247 is completed and accepted by the Oregon State Highway Department.

It is also further understood that any materials, crushed or uncrushed, remaining upon said property after completion of the work by Central Paving Company and its final acceptance by the Oregon State Highway Department shall become the property of said lessor.

S.A.J.

P. E. Jones

Eugene Jones

Mildred Jones

Ina Jones

LEASE FOR ROAD MATERIALS

THIS AGREEMENT, entered into this 1st day of January, 1959; by and between Denzil E. Jones the parties of the first part, hereinafter called the Lessors, and Central Paving Company, an Oregon Corporation, the parties of the second part, hereinafter called the Lessee, witnesseth:

That the lessors, for and in consideration of the sum of One Thousand Dollars ($1,000.00) ; and of the covenants and agreement hereinafter mentioned to be kept and performed by said lessee, its officers, agents, successors and assigns, have leased, and do hereby lease and let unto the lessee that certain tract or parcel of land situated in Malheur County, Oregon and particularly described as follows, to wit:

That portion of the East Half (E½) of the Northwest Quarter (NW¼) of Section 31, T. 20 S.R. 40 E.W.M., lying northerly and easterly of the Union Pacific Railroad right of way.

To have and to hold the above described premises together with the tenaments, hereditaments and appurtenances, thereunto belonging or in anywise appertaining, unto the lessee, its successors and assigns, from the first day of January, 1959 until the completion of the Jonesboro - Tunnel Section of the Central Oregon Highway, State Contract No. 5247, and its final acceptance by the Oregon State Highway Department.

It is understood and agreed that the said premises are being leased and taken for the purpose of procuring road materials therefrom for the crushed surfacing materials to be furnished on the above mentioned project; namely Items No.22 Coarse Crushed Material in Base, No. 23, 3/4"-0 Material in Base, No. 26, 3/4"-0 Material in Binder Course, No. 28, Asphaltic Concrete Mixture in Patching, No. 29, Asphaltic Concrete Mixture, and any additional crushing items required by the State Highway Department, its officials or its engineers for the satisfactory completion

of the above mentioned project, State Contract No. 5247, and the lessee, its officers or representatives are hereby authorized and empowered to go upon said premises and remove therefrom earth, rock, sand and gravel found upon or under said premises suitable for use in furnishing the heretofore mentioned crushed materials.

It is further understood and agreed that the lessee may use said premises for the purpose for which they are leased, erect and maintain on said premises any building, structure, equipment, machinery or other facilities or convenience necessary for the acquisition and appropiation and storage of said materials.

It is further understood and agreed that upon the completion of this project the said lessee will remove any such building, structure, equipment, machinery or other facilities from this property. The lessee will reconstruct any or all fences removed or disturbed by the lessee's operation and the lessee shall leave the ground surface in a manner approved by said lessor; particularly all vertical banks shall be sloped so there shall be no hazard for stock.

It is further understood and agreed that any by-product or screen rejections manufactured or produced by the lessee's operation, and left upon said premises after the completion of the heretofore mentioned Highway Project, shall become the property of the lessor.

This lease and agreement shall bind lessors, their heirs, executors, administrators, successors or assigns.

IN WITNESS WHEREOF, the parties hereto have affixed their signature the day and year first written above.

IN THE PRESENCE OF

_____

R. E. Jones (Seal)

Eugene Jones (Seal)

Central Paving Company

By George A. Lindahl

Mildred Jones

[illegible] Contract No. 5247, and the lessee, its officers or representatives are hereby authorized and empowered to go upon said premises and remove therefrom earth, rock, sand and gravel found upon or under said premises suitable for use in furnishing the heretofore mentioned crushed materials.

It is further understood and agreed that the lessee may use said premises for the purpose for which they are leased, erect and maintain on said premises any building, structure, equipment, machinery or other facilities or convenience necessary for the acquisition and appropiation and storage of said materials.

It is further understood and agreed that upon the completion of this project the said lessee will remove any such building, structure, equipment, machinery or other facilities from this property. The lessee will reconstruct any or all fences removed or disturbed by the lessee's operation and the lessee shall leave the ground surface in a manner approved by said lessor; particularly all vertical banks shall be sloped so there shall be no hazard for stock.

It is further understood and agreed that any by-product or screen rejections manufactured or produced by the lessee's operation, and left upon said premises after the completion of the heretofore mentioned Highway Project, shall become the property of the lessor.

This lease and agreement shall bind lessors, their heirs, executors, administrators, successors or assigns.

IN WITNESS WHEREOF, the parties hereto have affixed their signature the day and year first written above.

IN THE PRESENCE OF

_____

R. E. Jones (Seal)

Eugene Jones (Seal)

Central Paving Company

By George A. Lindahl

Mildred Jones

Two Jones

RECEIVED
MAR - 6 1959
FOR FILING

F 326 (4)
5247

When replying, refer to
08-35.5

March 5, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-326(4)
Jonesboro-Tunnel Section of
the Central Oregon Highway

Dear Sir:

We are today approving the revision of one additional Oregon-Washington Telephone Company pole, on the above project, as a supplement to the agreement approved July 1, 1958, as evidenced by the exchange of correspondence submitted with your letter of March 3, 1959.

Very truly yours,

C. G. Polk
Division Engineer

orig. to Project

RECEIVED
MAR - 1 1959
FOR FILING
F-326(4)
5247

March 3, 1959

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies each of Assistant Counsel's letter, estimate and sketch for the revision of one additional Oregon Washington Telephone Company pole on the Jenesboro-Tunnel Section of the Central Oregon Highway in Malheur County, Contract No. 5247, Project No. F-326(4).

Approval of the agreement and authorization to proceed with the work of the line revision were given in your letter dated July 1, 1958. It is necessary that the pole on the southerly side of the highway near Engineers Station 907+30 be moved also.

Your approval of this additional work is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

RECEIVED
DEC 24 1958
FOR FILING
[326(4)
5247

RAILROAD COMPANIES
FILE No. 125-A

December 22, 1958

Mr. C. B. Lisher
Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

This will acknowledge receipt of the State copy and the County copy of Supplement No. 2 to our agreement, your No. LD 8373, covering change in location of the Central Oregon Highway at your M.P. 59.95, 60.48 and 59.41 near Jonesboro.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

GSP:ae

Supplement No. 2

(M) Agreement No. - LD 8373

Salt Lake City - Dec. 12, 1950

SUBJECT: MALHEUR COUNTY and STATE OF OREGON - Change in Location of Highway---MP's 59.95, 60.48 & 59.41, near Jamesburg.....

Mr. C. B. Lisher:

The duplicate executed copy of the above mentioned agreement enclosed for delivery to the second parties.

Please take receipt for delivery on one copy of this letter, which is enclosed in duplicate for that purpose, and return the signed receipt to me.

One copy of the agreement is also enclosed for your information and file.

Enc. BRYAN P. LEVERICH

CC - Mr. J. A. Bunjer
Mr.
Mr.

One copy is enclosed for your file.

BPL

------ooOoo------

RECEIVED from the Union Pacific Railroad Company an executed copy of the above mentioned agreement, this 22 day of December, 1950.

G. S. Paxson
By Asst. State Highway Engineer
Title

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

C. B. LISHER
SUPERINTENDENT

POCATELLO, IDAHO

December 17, 1958.

Mr. W. C. Williams,
State Highway Engineer,
State of Oregon,
Salem, Oregon.

Dear Sir:

Herewith State and County's executed copies of Supplement No. 2 to Agreement No. LD 8373 covering change in location of highway--MP's 59.95, 60.48 and 59.41 near Jonesboro.

Please take receipt for delivery on letters enclosed for that purpose and return the signed receipts to my office.

Yours truly,

C. B. Lisher

RECEIVED
DEC 19 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 17 1958
FOR FILING

5247

November 13, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State Share of flagging costs on the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County, Contract No. 5247, in connection with Federal Aid Project No. F-326(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
SUPREME
FOR FILING

September 19, 1950

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 16, 1950, on Contract No. 5247, Jonesboro-Tunnel Section, in Malheur County, in connection with Federal Aid Project No. F-326(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

FORM E-123-X² 25M 8-58

RECEIVED
FOR FILING

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5247 CERTIFIED MAIL

September 11, 1958

Mr. C. B. Lisher, Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Re: Easements—Jonesboro Tunnel Section
Central Oregon Highway (Malheur Co.)

Dear Mr. Lisher:

Herewith I hand you triplicate copies of Supplement No. 2 relative to right of way on the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County.

All three copies have been executed by the County of Malheur and by the State Highway Commission.

After execution on behalf of the Railroad Companies, it is expected that one fully executed copy will be returned to this office. It will expedite matters if you will address your communication to my attention.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. A. F. Parson

NOTED

RECEIVED
SEP 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 25 1958
FOR FILING
F-326(4)
5247

Salem, Oregon
September 9, 1958

Mr. J. W. DeSousa
Assistant Counsel
O f f i c e

Attached are three copies of Supplement No. 2 to agreement dated June 30, 1931 between O.W.R. & N. R.R. Co., Malheur County and Oregon Short Line Railroad Company covering change in location of the Central Oregon Highway near Jonesboro, Oregon. These copies have been executed by the State Highway Commission and Malheur County and are now ready for the signature of the Railroad Company Official.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 3

Filed

FORM E-30 EDM 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 2, 1958
Salem Office

SUBJECT:

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
O f f i c e

Herewith I hand you for execution by the State Highway Commission three copies of Supplement No. 2 to agreement dated June 30, 1931, between Oregon-Washington Railroad & Navigation Company and Oregon Short Line Railroad Company, covering change in location of the Central Oregon Highway near Jonesboro, Oregon.

The present supplementary agreement is between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, the County of Malheur and the State of Oregon, by its State Highway Commission.

After execution by the State Highway Commission, please return all three copies to me for further handling.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. A. F. Parson

To provide right of way on Contract 5247
Field Order

RECEIVED
AUG 2 1 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5247

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 26, 1958

Mr. Arthur B. Woods, President
Central Paving Company
P. O. Box 38
Independence, Oregon

Jonesboro-Tunnel Section
Central Oregon Highway
Contract No. 5247

Dear Mr. Woods:

I am in receipt of a subcontract between your company and Mr. Henry Stach in which it is contemplated that Henry Stach will subcontract items 33 through 37, comprising the structural work on the project. This work had unit bid prices amounting to $52,288. There is a previous subcontract on this project in the amount of $116,574. This comprises 38.3 per cent of the contract.

Information has come to this office that you propose buying commercially from the N. A. Toole Construction Company the surfacing materials and aggregates necessary for the job. In this connection, I wish to point out that such a commercial purchase will be viewed very critically to insure that it is not a sub rosa subcontract, as such a sub rosa subcontract could result in the State's not receiving reimbursement from the Federal Government and would in turn, of course, result in non-payment to you for the work. Common criteria used to determine if a rock producer is a commercial operation or not is:

1. The set up cannot be made in a publically owned source.

2. The set up cannot be made for production of materials for only the one job.

3. The producer must have more than one customer for his product.

I am approving and forwarding through channels this date the subcontract between yourselves and Henry Stach.

Very truly yours,

Tom Edwards
Construction Engineer

By K. W. Young
K. W. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper
A. F. Parson
S. H. Probert

C. G. Polk
Bureau of Public Roads

NOTE
FORREST COOPER

RECEIVED
AUG 26 1958
FOR FILING

5247

August 22, 1958

Mr. C. E. Lisher, Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Mr. Lisher:

The State Highway Department will, in the near future, revise that section of the Central Oregon Highway between Tumnel and Metolf. At a point between your railroad stations 40+90.5 and 44+00, the slope of our embankment will encroach upon your right of way. We are requesting an easement for this slope encroachment in accordance with the attached map, our Drawing No. 58-10-1 , and the attached descriptions.

The construction of our highway interferes with an existing access road which leads underneath the northerly span of your Malheur River Bridge to U. S. Government property lying to the east of the railroad. We will reconstruct this access road, a portion of which reconstruction will be upon the easement we are requesting.

We anticipate placing this project under contract in the near future and your early action upon this request would be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:fn
Encl.
cc Mr. M. M. Brown, District Engineer
Portland, Oregon
Mr. W. C. Williams
Mr. S. H. Probert
Mr. R. L. Porter

FORM H-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1958

SUBJECT: File No. 28790 - O. W. R. R. & N. Company (Union Pacific)
Tunnel-Namorf Section
Central Oregon Highway
Malheur County

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

We forward herewith, for further handling, three copies each of description and map covering a proposed encroachment on the Union Pacific Railroad in the vicinity of the Malheur River crossing on subject section.

Should additional copies of either the map or the description be desired, we shall be happy to furnish them.

Walter T. Wright

WALTER T. WRIGHT
Asst. Right of Way Engineer

WTW:zg

Enclosures

RECEIVED
AUG 20 1958

File No. 28790
R.R. 8-14-58
8B-10-17

DESCRIPTION ONLY

O. W. R. R. & N. Company

Tunnel-Namorf Section — Central Oregon Highway

Malheur County — R.R. Encroachment

A parcel of land lying in the East half of the East half of the Northwest quarter ($E\frac{1}{2}E\frac{1}{2}NW\frac{1}{4}$) of Section 6, Township 21 South, Range 41 East, W.M., Malheur County, Oregon, the said parcel being described as follows:

Beginning on the Southwesterly right of way line of the O.W.R.R. & N. Company, at a point 100 feet Southwesterly of (when measured at right angles to) the center line of said railroad at railroad Station 40+90.5 on said railroad center line; said point being 290 feet South and 2,025 feet East of the Northwest corner of said Section 6; thence Southeasterly parallel to said railroad center line and along said railroad right of way line, 645 feet, more or less, to the East line of said Northwest quarter ($NW\frac{1}{4}$); thence North along said East line, 40 feet, more or less, to a line which is parallel to and 70 feet Southwesterly of said railroad center line; thence Northwesterly parallel to said railroad center line, 600 feet, more or less, to a point opposite and 70 feet Southwesterly of railroad Station 40+90.5 on said railroad center line; thence Northeasterly at right angles to said railroad center line, 30 feet; thence Northwesterly parallel to and 40 feet Southwesterly of said railroad center line, to a point opposite and 40 feet Southwesterly (measured radially) from said center line at Station 44+00; thence Southwesterly radially to said railroad center line at Station 44+00 a distance of 60 feet to the Southwesterly right of way line of said railroad; thence Southeasterly along said right of way line parallel to and 100 feet Southwesterly of said railroad center line to the point of beginning.

The parcel of land to which this description applies contains 0.85 acre.

blr/fel

OREGON ST

ENCROACHM
TUNNEL - N

CENTRAL

MALH

Scale 1" =

D

OREGON STATE HIGHWAY DEPARTMENT

Located Line

ROACHMENT ON O.W.R.R.&N.CO.
NEL - NAMORF SECTION

CENTRAL OREGON HIGHWAY

MALHEUR COUNTY

Scale 1" = 100' Aug., 1958

DWG. NO. 88-10-17

To Juntura

55+37.33 W. Abut. R.R. Sta.

52+36.0 E. Abut. R.R. Sta.

RIVER

MALHEUR

Central Oregon HWY.

U.S. 20

"B" 532+41.47 P.C.S.

"C" 533+95.88 P.T.

"C" 529+95.86 P.C.S.

"B" 529+95.86 P.O.C.

8° C.L.
Δ = 95°27'29"
R = 997.58'

"B" 536+41.47 P.T.

400' SP.
S = 16°00'
a = 2.0

STATE OF OREGON
STOCKPILE SITE
Q-742-1R-2-757

MAP SCALE - 1" = 100'

T. 20 S. R. 41 E.
T. 21 S. R. 41 E.

31

44+00

A

B

C

D

525

18725 To Center of Rail

R.R. R/W

60'

100'

100°40'

"B" 524+48.24 P.S.C.

Toe of Slope

℄ Haul Road

60'

60' to R.R.

30'

46.66

90°45'

28790

520

400' SP
S=16°00'
a=2.0

40'

40'

40

"B" 520+48.24 P.S.

MALHEUR RIVER

N 43°13'46" W. (Grid)

℄ Relocated Highway

R.R. R/W

Toe of Slope

Encroachment

Oregon-Washington Single Track - Both

41+42.0 W. Abutment. R.R. Sta.

40+90.5 R.R. Sta. (Tie to "B" Line)

39+41.0 E. Abut

.41 E. 31
R.41 E. 6

ent. R.R. Sta.

ta. (Tie to "B" Line)

39+41.0 E. Abutment. R.R. Sta.

U.S. GOVT.

N

C

D

Oregon-Washington R&N. Co.
Single Track - Both Rails Shown

Encroachment Line

2-1 Roof Slope

W. (Gild)

ted Highway

30'

100'

"B" 514+66.25 P.O.T.

℄ RR

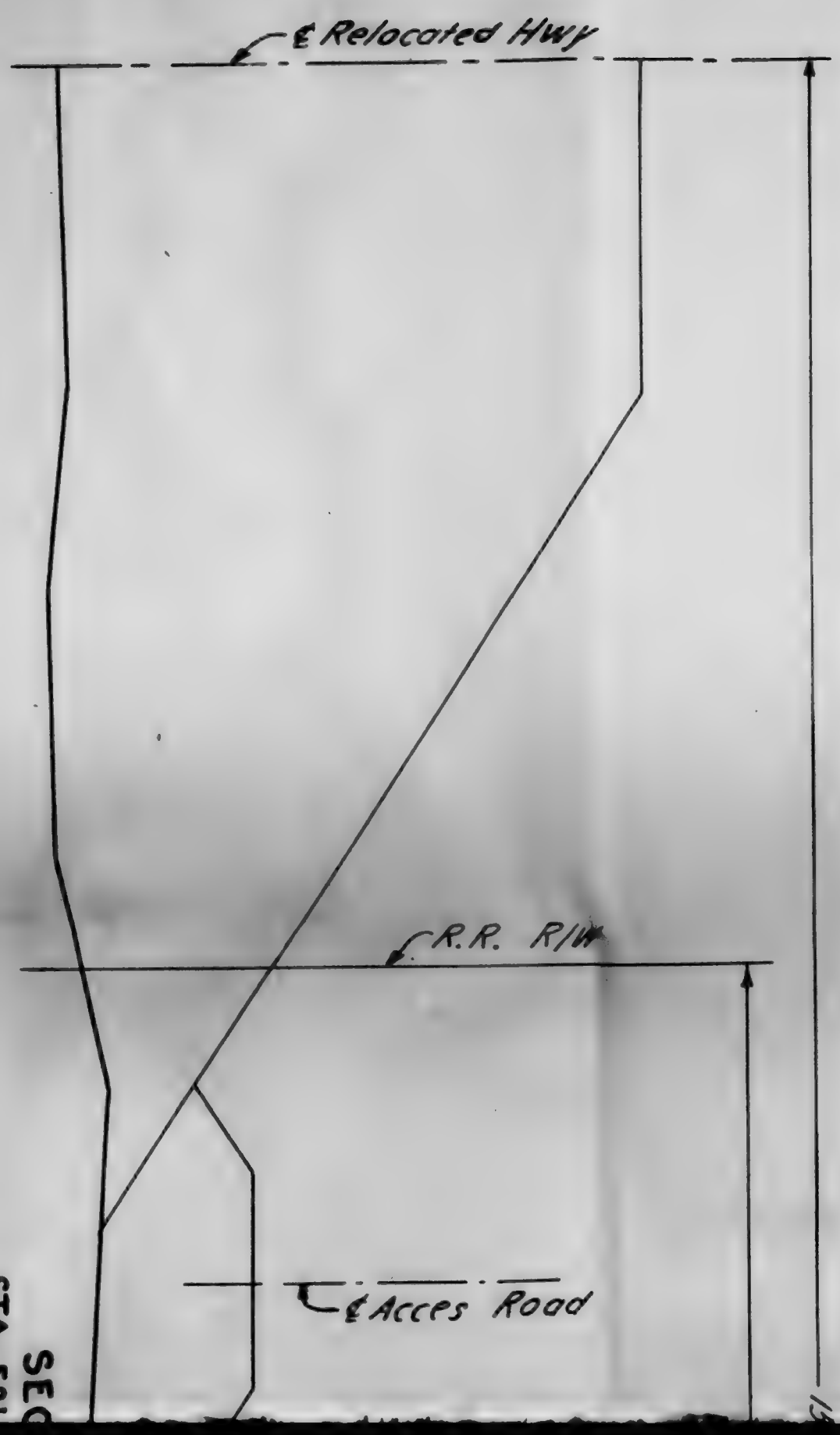
50'

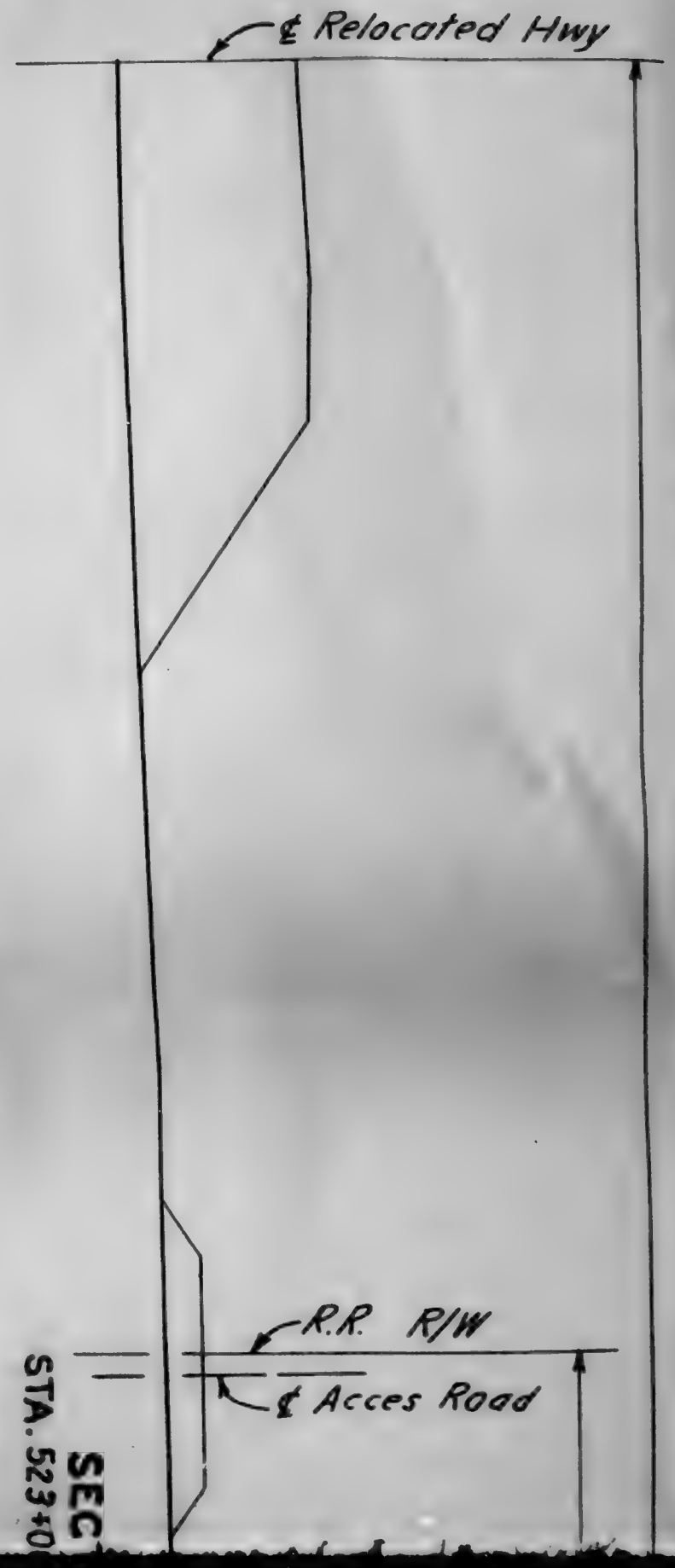
10

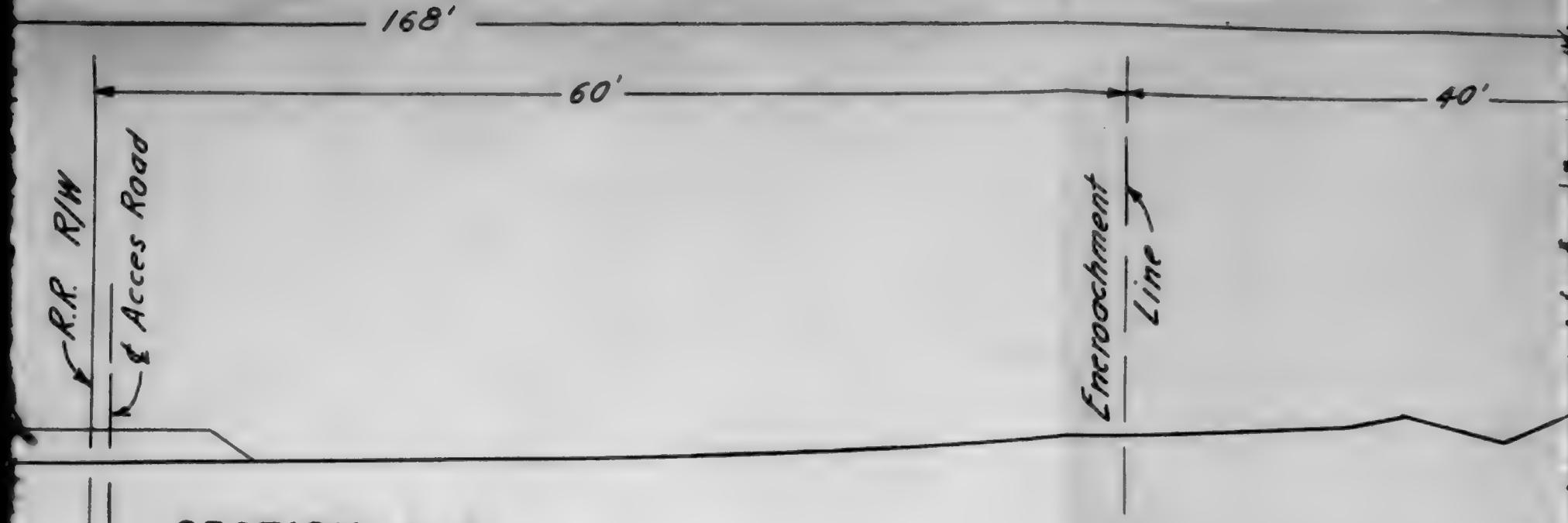
28.00 to

AUG 15 1958

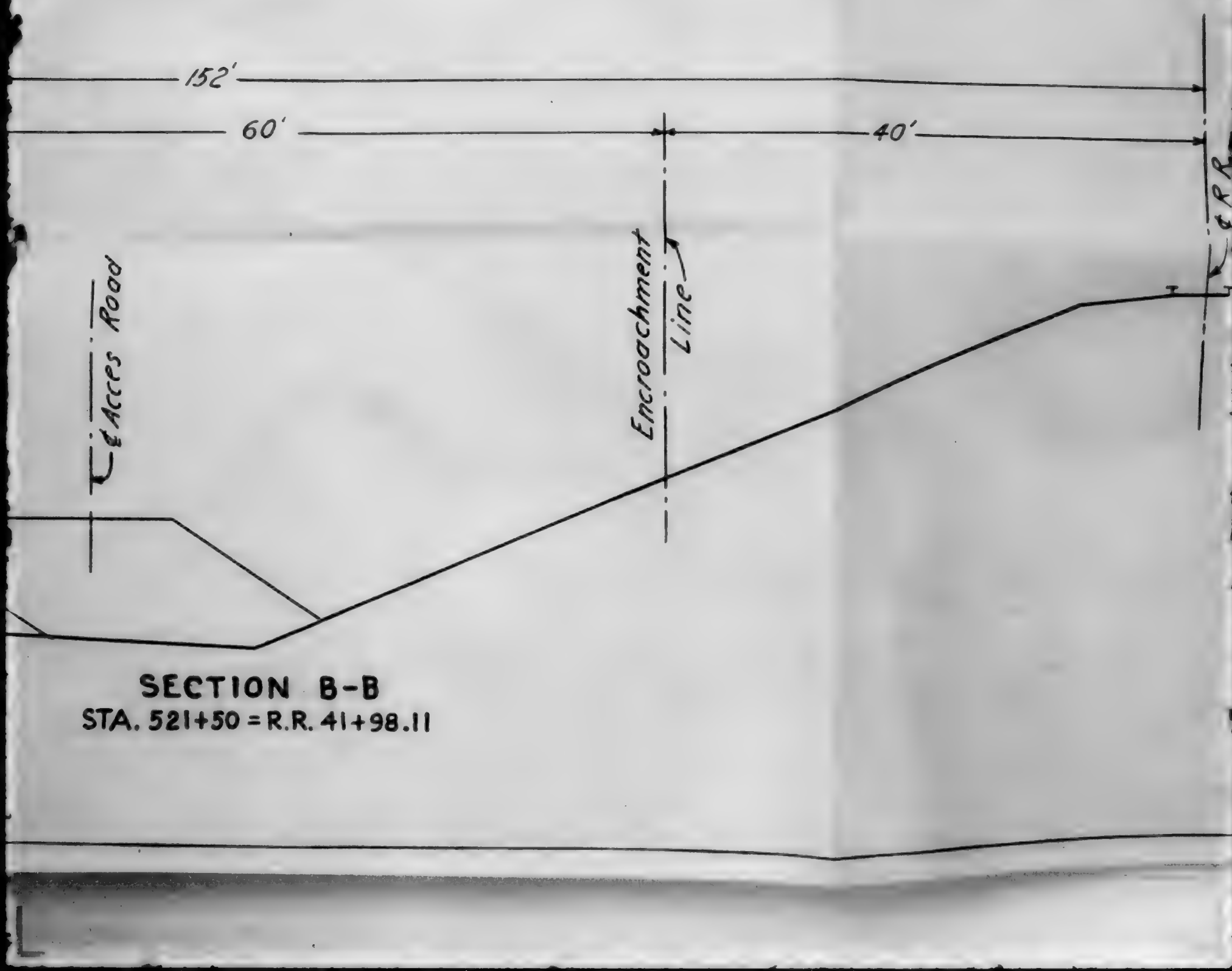
See 8B-3-15 For R/W


℄ Relocated Hwy
R.R. R/W
℄ Acces Road


℄ Relocated Hwy
R.R. R/W
℄ Acces Road



SECTION A-A
STA. 523+00 = R.R. 43+62.33



SECTION B-B
STA. 521+50 = R.R. 41+98.11

℄ R.R.

168.06
TO ℄ R.R.

Elev. Top of Rail
2657.89
R.R. Sta. 43+68.33

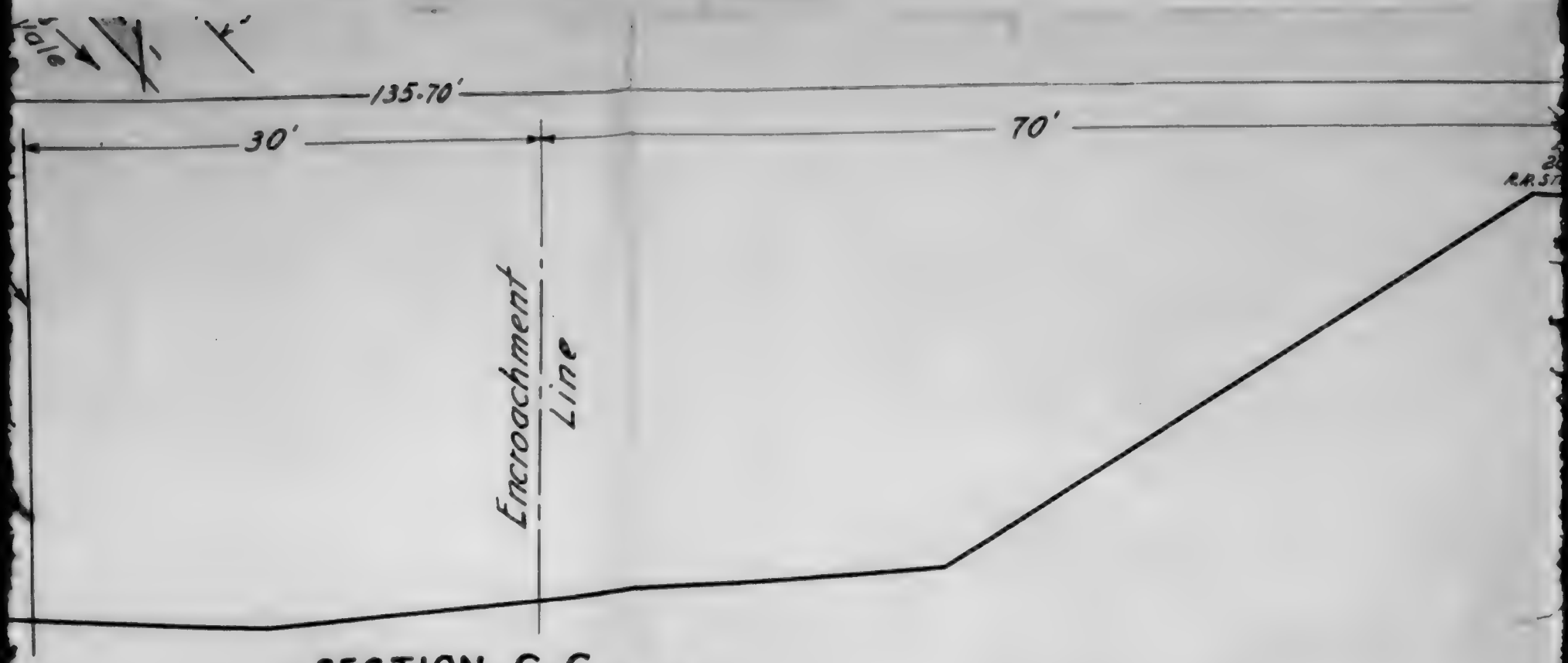
℄ R.R.

℄ Relocated Hwy

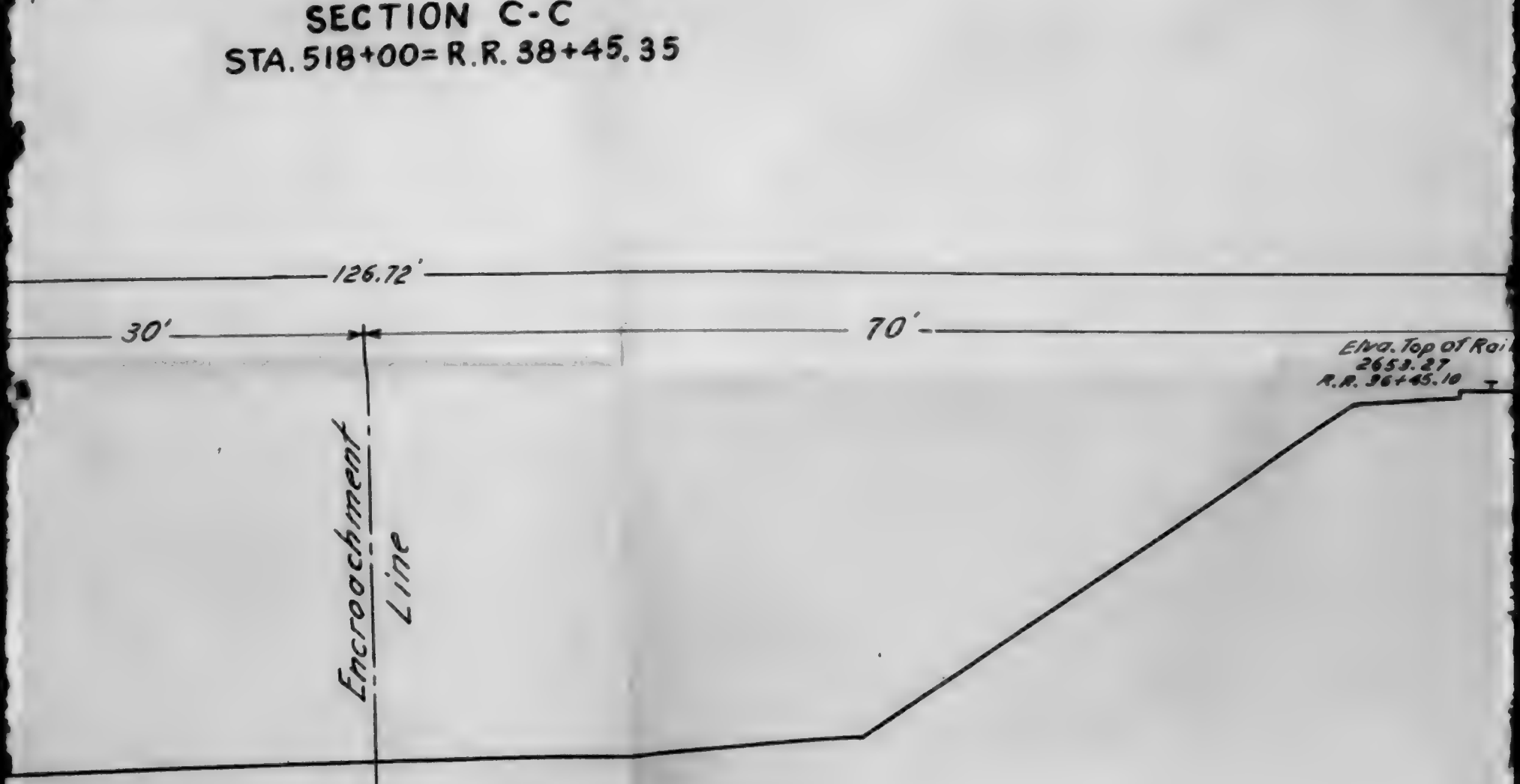
R.R. R/W

℄ Relocated Hwy

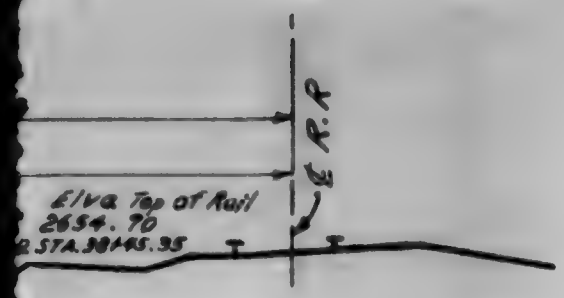
R.R. R/W Line

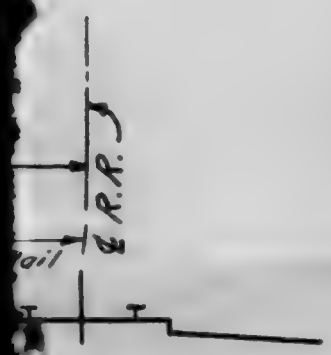


SECTION C-C
STA. 518+00 = R.R. 38+45.35



SECTION D-D
STA. 516+00 = R.R. 36+45.10


℄ R.R.
Elva Top of Rail
2654.70
@ STA. 38+45.35


℄ R.R.
ail

FORM E-123 SM 4-58

RECEIVED
AUG 15 1958
FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

E-32a(4)

5247

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 15, 1958

Central Paving Co.
P. O. Box 38
Independence, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5247, awarded July 24, 1958, for structures, grading and paving on the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
FOR FILING
FORM 850

1 336.4)
5247

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1958

SUBJECT: File No. 27810
Encroachments on U. P. Right of Way
Jonesboro-Tunnel Section
Central Oregon Highway

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

We return herewith all copies of Supplement No. 2 to the Agreement between the State and the Union Pacific Railroad Company covering encroachments on the U. P. right of way on the Jonesboro-Tunnel Section of the Central Oregon Highway.

The descriptions and maps cover all encroachments needed in this area, according to our records.

Walter T. Wright
WALTER T. WRIGHT
Asst. Right of Way Engineer

WTW:zg

Enclosures

8/13/58
Agreement to Jack Graham to get County signatures
WTW

RECEIVED
AUG 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

RECEIVED

DEPARTMENT OF OPERATION

C. B. LISHER
SUPERINTENDENT

POCATELLO, IDAHO

REFERRED TO
Dawson
By State Highway Engineer

August 4, 1958.

State Highway Engineer,
State of Oregon,
Salem, Oregon.

Dear Sir:

The originals of Supplement No. 2 to Agreement No. LD 8373 covering change in location of highway - MP's 59.95, 60.48 & 59.41 near Jonesboro, are enclosed for execution by you.

All copies should be signed in ink by the State, the agreement attested and sealed by the Secretary.

The signed copies should then be returned to my office for execution on behalf of the Railroad Company. When execution has been completed an executed copy will be furnished you.

Yours truly,

C B Lisher

C. B. Lisher

RECEIVED
AUG [illegible] 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1958
FOR FILING

1 [illegible] (A)

5241

Salem, Oregon
August 7, 1958

Encroachments on U. P. right of way, Jonesboro-Tunnel Section, Central Oregon Highway

Mr. R. L. Porter

Herewith all copies of Supplement No. 2 to the agreement between the State and the Union Pacific Railroad Company covering encroachments on its right of way on the Jonesboro-Tunnel Section of the Central Oregon Highway. Will you please check these descriptions and maps and advise whether this agreement covers all encroachments needed in this area.

Please return the three copies of the agreement to me so that it can be presented to the Highway Commission.

G. S. Paxson

GSP:ga
Attach.
cc Mr. W. C. Williams

RECEIVED

5247

July 25, 1958

Mr. L. V. Chauvet
Division Engineer
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

We are mailing, under separate cover, an informational copy of Contract No. 5247 and plans covering structures, grading and paving work on the Jamesboro-Tunnel Section of the Central Oregon Highway in Malheur County.

Plans call for revised road alignment under your existing overcrossing structure; grading out a new channel for the Malheur River, and construction of an earth dike between the river and new roadbed as indicated on Sheet 3 of the accompanying plans.

Mr. Pearson, our Assistant State Highway Engineer, has discussed this work with representatives of your company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

JWR:mfh

cc: G. S. Pearson
J. W. DeCoursa

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
619 Pittock Block
Portland 5, Oregon

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

X-w F-326(4)

When replying, refer to:
08-35.4-0 5247

408 State Highway Bldg.
Salem, Oregon

July 24, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-326(4), Jonesboro-Tunnel Section of the Central Oregon Highway, we hereby concur as of this date in award of contract No. 5247 to Central Paving Co. of Independence, Oregon, low bidder in the amount of $441,916.00 at the May 29, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By:

A. F. Bester
A. F. Bester
Acting Division Engineer

RECEIVED
JUL 27 1956
FOR FILING

July 24, 1956

Central Paving Company
P. O. Box 3[illegible]
Independence, Oregon

Gentlemen:

The State Highway Commission on June 19, 1956 accepted your proposal for grading, paving and three concrete slab span structures on the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County for the sum of $441,915 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5247.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd [illegible]usry, Assistant Secretary

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

ESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired, otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS	CL. OF SVC.	PD OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 24, 1958

Central Paving Company
Independence
Oregon

Gentlemen:

Contract for Jonesboro-Tunnel section of Central Oregon Highway, Malheur County, for which you submitted low bid on May 29, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting (5003-900)
C. W. Head
Files

RECEIVED
JUL 25 1958
FOR FILING

July 24, 1958

Mr. C. B. Lisher, Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Mr. Lisher:

I have your wire of July 24 granting approval to proceed with work on your right of way in the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County as shown on our Drawing 88-9-11.

This is to advise that we will execute the usual easement agreements covering these encroachments when they are presented to us.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

cc Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

Mr. W. C. Williams

Class of Service
This is a fast message unless its deferred character is indicated by the proper symbol

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

Int'l = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time is STANDARD TIME at point of destination

PRA156 (11) 1938 JUL 24 PM 1 19

PR LL H250 PD=PORTLAND ORE 24 1 PMP=

WALTER WRIGHT STATE OF OREGON STATE HIGHWAY DEPT
SALEM ORE=

NOTED

RE YOUR LETTER OF MAY 22, REGARDING 3 SEPARATE LOCATIONS OF ENCROACHMENT BY OREGON HIGHWAY ON RAILROAD PROPERTY YOUR DRAWING 8-B-9-11. WE HAVE RECEIVED APPROVAL OF THESE ENCROACHMENTS AND YOU MAY PROCEED WITH WORK IN THE ENCROACHMENT AREA UPON RECEIPT OF A LETTER FROM YOU STATING YOU WILL SIGN THE USUAL AGREEMENTS WHEN PRESENTED. H=393=

C J LISHER SUPT UNION PACIFIC RAILROAD CO
POCATELLO IDA=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JUL 25 1958
FOR FILING

F 5a6 (4)
5247

July 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving, and structural work on the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County, Project F-326(4), to the Central Paving Co. of Independence, Oregon, on the basis of the bid of $441,916.00 submitted on May 29, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FFC:mas
shp:mas

RECEIVED
FOR FILING

F 326(4)

2247

F 326(4)

08-35.4

July 2, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Supplementary Utility Adjustment
Project F-326(4), Jonesboro-Tunnel Section
Central Oregon Highway, Malheur County

Dear Sir:

We are approving the estimate, agreement and plan for relocation of one single power pole on the above-named project. This pole, if left in the present position, would be dangerous to the traveling public; being at the top of a gravel cut bank.

This is your authority to proceede with this work.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Orig to Project
Copy to Edwards

NOTED
FORREST COOPER

Oregon State Highway Department

Federal Aid
Project No. F-326(4)

JONESBORO-TUNNEL SECTION OF THE CENTRAL OREGON

HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon May 13, 1958

Type Code P. E.			
Preliminary Engineering	All Required		$ 10,000.00
Type Code 6201			
Roadway (Sta. 638+00 to Sta. 1074+41.73)			
Clearing and Grubbing	All Required		$ 4,000.00
Drainage Excavation, Unclassified	350 cu. yds.	3.00	1,050.00
General Excavation, Unclassified	129,200 cu. yds.	.45	58,140.00
Short Overhaul	295,500 yd. stas.	.01	2,955.00
Long Overhaul	16,500 C-yd. sta.	.40	6,600.00
Finishing Roadbed and Slopes	8.19 miles	800.00	6,552.00
Rounding Cutbanks	15,000 lin. ft.	.20	3,000.00
12-inch Concrete Pipe	140 lin.ft.	2.50	350.00
18-inch Concrete Pipe	120 lin. ft.	4.00	480.00
24-inch Concrete Pipe	160 lin. ft.	6.00	960.00
36-inch Concrete Pipe	110 lin. ft.	10.00	1,100.00
24-inch Corrugated Metal Pipe	110 lin. ft.	7.50	825.00
60-inch Corrugated Metal Pipe	70 lin. ft.	27.50	1,925.00
78-inch Corrugated Metal Pipe	70 lin. ft.	50.00	3,500.00
65-inch Arch Type Corrugated Metal Pipe	60 lin. ft.	32.00	1,920.00
Salvaging Culvert Pipe	160 lin. ft.	3.00	480.00
24-inch Metal Tide Gates	1 only	125.00	125.00
Concrete Inlets, Type "D"	1 only	85.00	85.00
Metal Guard Rail	3,600 lin. ft.	3.00	10,800.00
Metal Sight Posts, Double Reflector	240 only	3.75	900.00
Type 1 Fence	110 rods	4.50	495.00
Coarse Crushed Material in Base	46,200 tons	1.50	69,300.00
3/4" - 0 Material in Base	11,400 tons	1.65	18,810.00
Sprinkling	1,200 M-gals.	3.00	3,600.00
Preparation of Base	8.19 miles	250.00	2,047.50
3/4" - 0 Material in Binder Course	200 tons	3.00	600.00
MC-2 Asphalt in Binder Course	24 tons	48.00	1,152.00
Asphaltic Concrete Mixture in Patching	4,000 tons	4.85	19,400.00
Asphaltic Concrete Mixture	25,000 tons	3.85	96,250.00
85-100 Asphalt in Mixture	1,740 tons	36.00	62,640.00
Extra for Asphaltic Concrete Approaches	6 only	30.00	180.00
RS-1 Asphalt	16 tons	60.00	960.00

Flagging (57½% of Contractors Cost)	All Required		$381,181.50
Work by Oregon-Washington Telephone Cost	All Required		2,500.00
	All Required		600.00
	Subtotal		$384,281.50
	10% Engr. & Cont.		38,428.15
	Total		$422,709.65

Type Code X020
Black Canyon Bridge (Sta. 717+43 to Sta. 718+12)

Removal of Old Bridge and Provisions for Traffic (33 1/3%)	All Required		2,000.00
Structural Excavation	160 cu. yds.	8.00	1,280.00
Class "A" Concrete	157 cu. yds.	90.00	14,130.00
Metal Reinforcement	35,200 lbs.	.14	4,928.00
8-inch Metal Drain Pipe	16 lin. ft.	4.50	72.00
			$22,410.00

Type Code X020
Sperry Creek Bridge (Sta. 852+55 to Sta. 853+11)

Removal of Old Bridge and Provisions for Traffic (33 1/3%)	All Required		2,000.00
Structural Excavation	115 cu. yds.	8.00	920.00
Class "A" Concrete	117 cu. yds.	90.00	10,530.00
Metal Reinforcement	21,000 lin. ft.	.14	2,940.00
8-inch Metal Drain Pipe	17 lin. ft.	4.50	76.50
			$16,466.50

Type Code X020
Gold Creek Bridge (Sta. 988+96 to Sta. 989+52)

Removal of Old Bridge and Provisions for Traffic (33 1/3%)	All Required		2,000.00
Structural Excavation	115 cu. yds.	8.00	920.00
Class "A" Concrete	121 cu. yds.	90.00	10,890.00
Metal Reinforcement	21,750 lbs.	.14	3,045.00
8-inch Metal Drain Pipe	22 lin. ft.	4.50	99.00
			$16,954.00
	Subtotal		$55,830.50
	10% Engr. & Cont.		5,583.05
	Total		$61,413.55

Length of Roadway. . . . . 8.191 miles
Length of 4 Structures . . . . . 0.074 mile
Total Length . . . . . 8.265 miles
Cost of Roadway per mile $51,606.59

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 10,000.00	$ 6,000.00	$ 4,000.00
Roadway	422,709.65	261,000.00	161,709.65
Structures	61,413.55	38,000.00	23,413.55
	$494,123.20	$305,000.00	$189,123.20

JONESBORO-TUNNEL SECTION

PROJECT NO. F-326(4)

(Estimate of Cost of Work to be done by Oregon-Washington Telephone Company)

Materials		$266.43
Labor		886.10
Less Salvage		174.66 Credit
		$978.87
	USE	$970.00

(Estimated costs of work to be done by the Idaho Power Company)

Materials		$178.00
Labor		237.00
Equipment		41.00
Overhead		36.00
Less Salvage		165.00 Credit
		$327.00
	USE	$320.00

FORM 886123X 12,500 4-58

RECEIVED
JUL 2 - 1958
FOR FILE

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

E 20 (A)

E 247

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 2, 1958

Mr. C. B. Lisher, Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Mr. Lisher:

Herewith I hand you three copies of Supplement No. 1 covering highway changes at Railroad Mile Post 61.14 on the Central Oregon Highway near Jonesboro, your File L. D. No. 8373. All three copies have been executed by the Highway Commission and by Malheur County and have been acknowledged by the Highway Commission.

When the Commission's executed copy is returned, we would like to have ten additional prints of Exhibit "A" attached to the instrument.

Very truly yours,

J. W. DeCOUZA
Assistant Counsel

JWD:RN
Encl.
cc: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards

RECEIVED
JUL 2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 3 - 1958
FOR FILING
F 326 (4)
08-25.4
5247

July 1, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-326(4)
Revision Oregon-Washington
Telephone Company telephone line,
Jamesbere-Tunnel Section of
Central Oregon Highway

Dear Sir:

We are today approving the agreement with the Oregon-Washington Telephone Company for adjusting their lines.

This letter will constitute your authority to proceed with the described work.

The increase in estimated cost should be shown on the contract estimate.

Very truly yours,

C. G. Polk
Division Engineer

By:

A. F. Bester
Acting Division Engineer

NOTED

RECEIVED
JUL 2 - 1958
FOR FILING

F-326(4)
5247

July 1, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Re: Supplementary Utility Adjustment
Project F-326 (4)
Jonesboro-Tunnel Section
Central Oregon Highway
Malheur County

We are resubmitting herewith in triplicate the estimate, agreement, and plan of work for the relocation of a single power pole owned by the Idaho Power Company on the above-named project. This adjustment was not included in the P. S. & E. documents for the reason that it was not definitely known that this pole would have to be moved until our engineer staked the project. This pole was found to be right at the edge of a gravel cut bank, and its remaining in the present location would be a hazard to both the Power Company property and to the traveling public.

Your reconsideration of this pole adjustment, in view of the above, is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

LHY:jc me
cc Mr. S. H. Probert
Mr. Tom Edwards

Encl.

RECEIVED
[illegible]
F-326(4)
08-35.4-0
524)

June 27, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-326(4)
Jonesboro Tunnel Section,
Central Oregon Highway,
Idaho Power Co. Power Line Adjustments

Dear Sir:

Returned herewith, without approval, are all copies of agreement between the State and the Idaho Power Company covering the above described work.

We cannot approve this work for participation as it was not included in either the project as programed, or the engineer's estimate, in accordance with 7(1) of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

Dear [illegible] encls to
[illegible] to make [illegible]
[illegible] to [illegible]

RECEIVED
JUN 25 1958
FOR FILING
F-326(4)
5242

June 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting the Oregon-Washington Telephone Company pole line on the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County, Project F-326(4):

1. Three copies of Assistant Counsel's letter stating the State's obligation to reimburse the Company for moving its line.

2. Three copies of the Company's estimate.

3. Three sketch maps showing the revisions to be made.

Authorization to proceed with the above utility work under the provisions of PPM 30-4 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MBRagr

RECEIVED
JUN 25 1958
FOR FILING

E. 3[illegible]
5247

June 24, 1958

Mr. C. B. Lieber,
Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

In answer to your letter of June 20, concerning nonreceipt of special provisions and plans for the Jaggaro-Tunnel Section of the Central Oregon Highway in Malheur County, our records show that the special provisions and plans for the above-named project were mailed to Mr. L. V. Chesnee, Division Engineer, Union Pacific Railroad Co., Pocatello, Idaho, on May 19, 1958. However, we are mailing, under separate cover, an additional set of special provisions and plans for said project.

We are sorry for the delay in receipt of the above data and trust that it has not inconvenienced you in your work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

JWR:mfh

S. H. Probert
Office Engineer

cc: Mr L. V. Chesnee
Division Engineer
Union Pacific Railroad Co.
Pocatello, Idaho

FOR FILING
RECEIVED
JUN 25 1958

RECEIVED
JUL 7 - 1958
FOR FILING
5247

Salem, Oregon
June 23, 1958

Mr. R. L. Porter
Right of Way Engineer
O F F I C E

Easements
Jonesburg-Tunnel Section
Malheur County

I am returning the telegram from C. B. Lisher, Superintendent of the Union Pacific Railroad Company at Pocatello, with reference to longitudinal easements on the Jonesburg-Tunnel Section in Malheur County.

I have talked to Mr. Napper, Office Engineer at Pocatello, and he has agreed to write us a letter saying that the Railroad Company has no objection to granting the easements and that they are being processed and will be forwarded to us in the near future. Our contractor, however, must not get on the railroad right of way until the easements are signed by the State Highway Commission and returned to Pocatello.

Insofar as these easements are concerned, this should clear us with the Bureau of Public Roads for the award of the contract. Mr. Edwards advises that the contractor can be held off until the agreements are received.

G. S. Paxson
Assistant State Highway Engineer

GSP:fn
Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards

WESTERN UNION
TELEGRAM

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA009 SSB022

PR LLA092 NL CAK=PORTLAND ORG 19=

1970 JUN 20 AM 7 46

=WALTER T WRIGHT=ASST RIGHT OF WAY ENGINEER DEPART'ENT
OF HIGHWAYS SALEM ORG=

IN REPLY TO YOUR WIRE OF JUNE 17 REFERRING TO YOUR LETTER OF MAY 22 CONCERNING EASEMENTS PROJECT BETWEEN JONESBURG AND TUNNEL IN MALHEUR COUNTY, OREGON. IN ORDER TO ISSUE A PERMIT OF ENTRY TO STATE HIGHWAY CO'''ISSION IN ADVANCE OF SIGNED FORMAL AGREEMENT CONTRACTOR WOULD BE REQUIRED TO FURNISH LIABILITY BOND MADE DIRECT TO UNION PACIFIC RAILROAD COMPANY EQUAL TO REQUIREMENTS FOR CONSTRUCTION OF AN OVERPASS. M-307=

=C B LISHER SUPT UNION PACIFIC RAILROAD POCATELLO IDAHO

Mr. Nappo

RECEIVED
JUN 23 1958
FOR FILING

F-2264-1

2247

Salem, Oregon
June 23, 1958

Agreement covering encroachments on Railroad Companies' right of way near Jonesboro.

Mr. J. W. DeSouza
Assistant Counsel
O f f i c e

Attached for further handling are three copies of an agreement with the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and Malheur County covering encroachments on the Railroad Company's right of way near Jonesboro in Malheur County.

These copies have been signed by the State Highway Commission and are now ready for the signatures of the Railroad Company and Malheur County. When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 3

FORM ESO—50M—6-50—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1958

SUBJECT: Agreement covering encroachments on Railroad Companies' right of way near Jonesboro

To:
Mr. H. B. Glaisyer

Herewith three copies of an agreement between the State Highway Commission, the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and Malheur County covering encroachments on the Railroad Company's right of way near Jonesboro in Malheur County. These are ready for execution by the Highway Commission.

When executed, please return all three copies to Mr. DeSouza so that execution by the Railroad Companies and the County can be obtained.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. J. W. DeSouza
Mr. R. L. Porter

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids for Construction received 5-29, Central Paving Co. low bidder.
Floyd E. Avery
Asst Secretary

RECEIVED
JUN 24 1958
FOR FILING

F 20.2(4)

5217

June 23, 1958

Central Paving Company
P. O. Box 38
Independence, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 accepted your bid in the amount of $441,916 for grading and paving on the Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County, which was the low bid received for that job on May 29, 1958. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
JUN 19 1958
FOR FILING
F-326(4)
3247

June 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data covering the moving of Idaho Power Company's power pole on the Jamesboro Tunnel Section of the Central Oregon Highway in Malheur County, Project F-326(4):

1. Three copies of Assistant Counsel's letter stating the State's obligation to reimburse the Company.

2. Three copies of the estimate of the Company for moving its power pole.

3. Three plan sheets showing the revision to be made.

Authorization to proceed with the power line revision is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh
Encl.

By

S. H. Probert
Office Engineer

FORM E-123X 12,500 4-58

RECEIVED
JUN 11 19
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 4, 1958

Idaho Power Co.
1220 Idaho Street
Boise, Idaho

Re: Idaho Power Co.
Power Line Adjustments
Jonesboro-Tunnel Section
Central Oregon Highway
Malheur County

Gentlemen:

Bids on the above titled project were received on May 29, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustment involves the moving of one pole IP Co #543 near Station 1060. It appears that this pole was placed on Federal lands under the terms of a filling made in 1946, so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustment of the facility under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. R. R. Cameron, Box 402, Ontario, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
CC: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. F. Parson
Mr. R. R. Cameron
Mr. F. W. Farrar

FORM E-123X 12 500 4-58

RECEIVED
JUN 4 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

F: 226 (4)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

547

June 4, 1958

Oregon-Washington Telephone Co.
610 State Street
Hood River, Oregon

Re: Oregon-Washington Telephone Co.
Telephone Line Adjustments
Jonesboro-Tunnel Section
Central Oregon Highway
Malheur County

Gentlemen:

Bids on the above titled project were received on May 29, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustments involve work at the following locations:

A line on the southerly side of the existing highway between Stations 641 and 660 must be relocated. The line consists of two poles now on State right of way and 7 poles on private property.

A line on the northerly side of the existing highway between Stations 670 and 682 must be relocated. The line consists of one pole now on State right of way and 6 poles on private property.

A pole located on the southerly side of the existing highway near Station 1037 must be relocated. This pole is on State right of way.

The pole located near Station 1037 is on State highway right of way, so that it will be your obligation to make this change without reimbursement.

The line between Stations 641 and 660 and between Stations 670 and 682 are partly on State highway right of way and on private property, so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustments of the facilities under Federal regulations on a pro rata basis.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in

accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. R. R. Cameron, Box 402, Ontario, who is resident engineer on the project.

It appears that you do not have any permits for your line which was constructed about 1925, and it is requested that you make application for permits for all of your facilities which are located upon or across the State highway right of way.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. F. Parson
Mr. R. R. Cameron
Mr. F. W. Farrar

RECEIVED
JUN 11 1958
FOR FILING

F 326(4)
(524)

IN REPLY REFER TO:

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Land Office
809 N. E. 6th Avenue
Portland 12, Oregon

FLO:E
Oregon 06193
Oregon 06240
H/W

JUN 3 1958

RECEIVED
JUN 4 1958
LEGAL DEPT.

DECISION

State of Oregon
State Highway Department
Salem, Oregon

Right-of-Way Applications
Oregon 06193
Oregon 06240

Pre-Construction Permit Granted

The above named applicant has applied under Section 17 of the Federal Aid Highway Act of November 9, 1921 (42 Stat. 216; 23 U.S.C. 18) and under the provisions of 43 CFR 244.8 for permission to commence construction in advance of formal approval of a right-of-way.

A pre-construction permit is hereby granted to the applicant for the widening and relocating of the Jonesboro-Tunnel Section of the Central Oregon Highway, Oregon Federal Aid Route No. 31, on land shown by the maps submitted by the applicant in Oregon 06193 and described as follows:

T. 20 S., R. 39 E., W.M., Oregon
Sec. 25: NE¼SE¼
T. 20 S., R. 40 E., W.M.,
Sec. 30: Lot 3 NE¼SW¼
Sec. 32: SW¼NW¼, NE¼SW¼, SE¼SE¼
T. 21 S., R. 40 E., W.M.
Sec. 2: S½NW¼, N½SW¼
Sec. 3: SW¼NW¼
Sec. 4: Lot 3

In regard to the NE¼SE¼ sec. 25, T. 20 S., R. 39 E., W.M., this permission is subject to the highway fence located in that subdivision being left in its present location. The authority hereby granted is expressly subject to the condition that the right-of-way on the above described land is limited to 100 feet in width on the south side of the highway and must be fenced by the applicant. Additional information as to the fencing requirements may be obtained from the District Manager, Bureau of Land Management, Vale, Oregon.

A pre-construction permit is also hereby granted for a material source in connection with the project described above on lands as shown

NOTED

Copy to Edwards
Orig. to Porter

by the applicant on maps submitted in Oregon 06240 and described as:

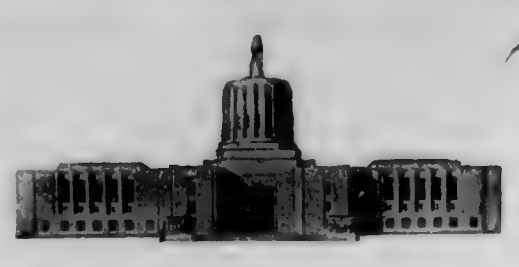
T. 20 S., R. 39 E., W.M., Oregon
Sec. 25: NE¼NE¼
T. 20 S., R. 40 E., W.M.,
Sec. 30: Lot 2 (SE¼NE¼)

The permit hereby granted is subject to the provisions of the cited Act and applicable regulations in 43 CFR 244; to valid existing rights and to the condition that the right-of-way will be constructed at the sole risk of the applicant. The applicant must comply with all future requirements which may be imposed by the Bureau of Land Management in connection with approval of a formal right-of-way.

Manager

RECEIVED
JUL 2 - 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, Chairman
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

CERTIFIED MAIL May 26, 1958

Mr. C. B. Lisher, Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Mr. Lisher:

Herewith I hand you three copies of Supplement No. 2 covering highway changes at railroad Mile Post 61.75 on the Central Oregon Highway. All three copies have been executed by the State Highway Commission and by Malheur County, and the execution of the instrument has been acknowledged by the State Highway Commission.

When the Commission's executed copy is returned, we would like to have ten additional prints of Exhibit A attached to the instrument.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:dl
Encl.
cc: Mr. Forrest Cooper
Mr. J. S. Pawson
Mr. Tom Williams

RECEIVED
MAY 27 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 2 - 1958
FILING
F 326 (4)
5247
CERTIFIED MAIL

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN, LA GRANDE
M. K. McIVER, MEMBER, PORTLAND
ROBERT B. CHESSMAN, MEMBER, ASTORIA
H. B. GLAISYER, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 20, 1958

Mr. C. B. Lisher, Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Mr. Lisher:

On May 6 I wrote to you regarding Supplement No. 1, your L.D. No. 8373, covering change in location of highway near Jonesboro, Oregon, (M.P. 61.14).

Bids on the highway project will be received on May 29, and it is greatly desired to be able to award a contract in the event a satisfactory bid has been received.

The Bureau of Public Roads has ruled that the project will not be approved for the awarding of the contract unless the agreement has been executed by the Highway Commission and Malheur County and forwarded to the Railroad Companies or as an alternative the Highway Commission be given written permission to enter on the railroad property pending the completion of such action.

It seems probable that some time may elapse before the agreement matter is straightened out, and it is requested that permission be given to the Highway Commission and its contractors to enter onto the additional encroachment pending formal completion of the matter. In making this request, I am giving you assurance that the final easement instrument will be approved by the Highway Commission and by Malheur County.

Your prompt reply will be very much appreciated.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. C. S. Paxson
Mr. Tom Edwards

RECEIVED
JUN 30 1958
ER

RECEIVED
MAY 20 1958
FOR FILING

F 326 (A)
5247

May 19, 1958

Mr. L. V. Chenoee, Division Engineer
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

We are mailing, under separate cover an information set of special provisions and plans covering structures, grading and paving work on the Jamesboro-Tunnel Section of the Central Oregon Highway in Malheur County, bids for which are to be received in Salem on May 29, 1958.

Plans called for revised road alignment under your existing overcrossing structure, grading out a new channel for the Malheur River and construction of an earth dike between the river and new roadbed as indicated on Sheet 3 of the accompanying plans.

Mr. Paxson, our Assistant State Highway Engineer, has discussed this work with representatives of your company.

Very truly yours,

M. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

SHPtia

cc: O. S. Paxson
J. W. DeCosta
R. H. Brown, Dist. Engr.
Union Pacific Railroad Co.

RECEIVED
NOV 25 1958
FOR FILING
I-326(4)
5247

Suspense

Salem, Oregon
May 15, 1958

Mr. J. W. DeSouza
Assistant Counsel
O f f i c e

Attached are three copies of a supplemental agreement with Malheur County and O.W.R. & N., and the Oregon Short Line R.R. Company pertaining to highway changes at M.P. 67.91 on Oregon Eastern Branch.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rm
Attach: 3

Signed agreement from RR Co 6-11-58
filed 7-31-58

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

C. B. LISHER
SUPERINTENDENT

POCATELLO, IDAHO

April 29, 1958

AGENDA
MAY 8 1958

Oregon State Highway Department
Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are Railroad Company's copy, State of Oregon's copy and Malheur County's copy of Supplement No. 1 to contract CE No. 8374, Audit No. 17474 between Oregon-Washington Railroad & Navigation Company and Oregon Short Line Railroad Company and County of Malheur and State of Oregon, pertaining to highway changes at M.P. 67.91 on the Oregon Eastern Branch:

I would appreciate it if you will have all three of these copies of Supplement No. 1 executed by County and Highway Commissions and then return for our submission to our Omaha office for completion by this Company.

Very truly yours,
This supplement provides for a change in one of the previously approved RR Crossings to accommodate Hwy Coveln

C. B. Lisher
Superintendent

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-30-31 original agreement
H H Bearce Jr
Secretary

APPROVED
STATE HIGHWAY ENGINEER
Date May 2, 1958

Att.

RECEIVED
MAY 1 1958
OREGON
STATE HIGHWAY COMMISSION

(A)
sign 3 copies

REFERRED 5-2-58
TO DeSouza
FOR Checking Rs to Form & Content
LEONARD I. LINDAS

(A)

RECEIVED
NOV 25 1958
FOR FILING

F 3.26 (4)

3247

Lowgrave

Salem, Oregon
May 14, 1958

Mr. J. W. DeSouza
Assistant Counsel
O f f i c e

Attached for further handling are three copies of an agreement with the Oregon-Washington Railroad & Navigation Co. with reference to revision in highway encroachment on railroad property on the Central Oregon Highway near Jonesboro in Malheur County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Railroad Company and Malheur County.

When fully executed please return one copy to this office for the Commission's files.

Secretary

rn
Enc. 3

Dr Salinger-for $:31.75
filed 9-30-58

FORM [illegible]—5OM—2-57—1478

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
May 5, 1958

SUBJECT:

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
O f f i c e

Herewith I hand you for execution by the Highway Commission three copies of agreement between Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company with reference to revision in highway encroachment on railroad property on the Central Oregon Highway near Jonesboro in Malheur County.

The forms of agreement should be acknowledged by the Commission.

After execution by the State Highway Commission, please return all three copies to me for further handling.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. L. I. Lindas
Mr. R. L. Porter

Original agreement of 6-30-31. This supplement provides for a change in one of the KK crossings due to Hwy reconstruction. Bids are to be received in late May or June, 1958.

NOTED
H. B. GLAISYER

RECEIVED
JUL 3 - 1958
FOR FILING
F-326(4) 08:35.4
5247

May 14, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-326(4), Jonesboro-Tunnel Section of the Central Oregon Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and pending receipt of evidence that proposed construction at the railroad undercrossing, Station 656+50, is satisfactory to the O.W.R. & H. Company.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

NOTED
C. S. PAXSON

RECEIVED
JUL 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
C. S. PAXSON

FORM E-123X 5004 1-58

RECEIVED
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

F-326(4)

5347

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 6, 1958

Mr. C. B. Lisher, Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Mr. Lisher:

Reference is made to your letter of May 2, 1958, with which you transmitted Supplement No. 1, your L.D. No. 8373, covering change in location of highway near Jonesboro, Oregon, (MP 61.14). The supplement is designed as a modification of agreement of June 30, 1931, your Audit No. 17473, Contract Dept. No. 18467.

I must admit that our records are somewhat vague and incomplete and the only record I can find of an agreement of June 30, 1931, covers three undercrossings of your railroad structures, one of which is located in the Northwest quarter of the Southwest quarter of Section 26, Township 20 South, Range 39 East, W.M. The only record that we have of this particular agreement is contained as an exhibit to the answer of Oregon Short Line Railroad Company and Oregon-Washington Railroad & Navigation Company. This was filed in a proceeding before the Public Utilities Commission of Oregon. If there is another agreement dated June 30, 1931, we would appreciate having you send a copy thereof as we can find no other agreement in our files.

There was another agreement dated April 1, 1931, covering several encroachments, but this agreement does not cover anything in Section 26 of the same township and range.

Action on having the easement agreement executed by the Highway Commission and Malheur County will be held pending further advice from you.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:MM
cc: Mr. G. S. Paxson ✓
Mr. Tom Edwards

NOTED
G. S. PAXSON

RECEIVED
MAY 8 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 26 1958
FOR FILING

F-326 (4)

2247

March 26, 1958

Mr. C. B. Lisher
Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Re: Line revision at Jonesboro

Dear Sir:

The Oregon State Highway Commission is making a line change of the Central Oregon Highway in Malheur County. This change includes the section which passes under your Malheur River bridge near Jonesboro. This is in Section 26, Township 20 South, Range 39 East, Willamette Meridian. I am attaching hereto a print showing the revised alignment and the grade line of our road. We would appreciate your consideration of this matter and your consent to the realignment of our road under your structure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
829 Pittock Block, Portland 5, Oregon

Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

Cost
Bk
Contract

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1958

SUBJECT:

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Herewith eight copies of a survey approval map for use in securing Commission approval of the Jonesboro Tunnel Relocation on the Central Oregon Highway.

You will note that the typical section shows only a four foot shoulder; however, the sections on either side of this unit have been approved on this basis and Mr. Rowland today checked the Bureau of Public Roads and they state they would concur in this approval.

Tom Edwards
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:dmh

Encl.

NOTED
FORREST COOPER

RECEIVED
MAR 25 1958
FOR FILING

F 22.1 (4)
2247

March 24, 1958

Oregon State Highway Commission

Gentlemen:

An item in our construction program using 1957-58 federal-aid funds is the reconstruction of a section of the Central Oregon Highway in the vicinity of Jonesboro. While the exact limits of the section have not been determined at this time, it is intended to start a little west of Jonesboro and work easterly as far as the money will extend. The Jonesboro undercrossing of the Union Pacific railroad is the only impaired vertical clearance left on this highway, and it is desirable that this be corrected as soon as possible.

In order that the matter may be cleared for contracting, it will be necessary for the Highway Commission to adopt a survey. I am attaching a print of a map which shows the rough details of the survey and request Highway Commission approval and authority to acquire the necessary right of way.

The matter will be on the agenda for your consideration at the meeting March 27-28.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:ms

Enclosure

cc Mr. Tom Edwards
Mr. R. L. Porter

BEGINNING OF SURVEY
STA. 690+28.30

Black Canyon

25

30

Relocated

Speery

U. P.

US 20

26

To Burns

MALHEUR

RIVER

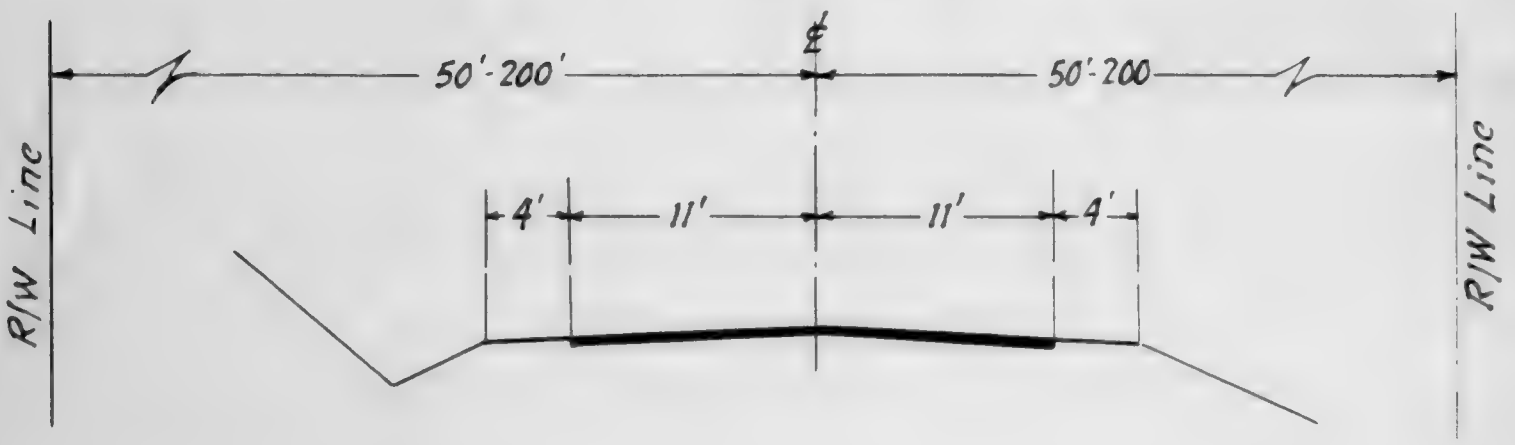
31

R.40E.
R.39E.

T.20S.
T.21S.

Jonesboro

TYPICAL SECTION



OREGON STATE HIGHWAY DEPAR

Survey Approval Map

JONESBORO - TUNNEL SE

CENTRAL OREGON HIG

MALHEUR COUNTY

Scale: 1" = 2000'

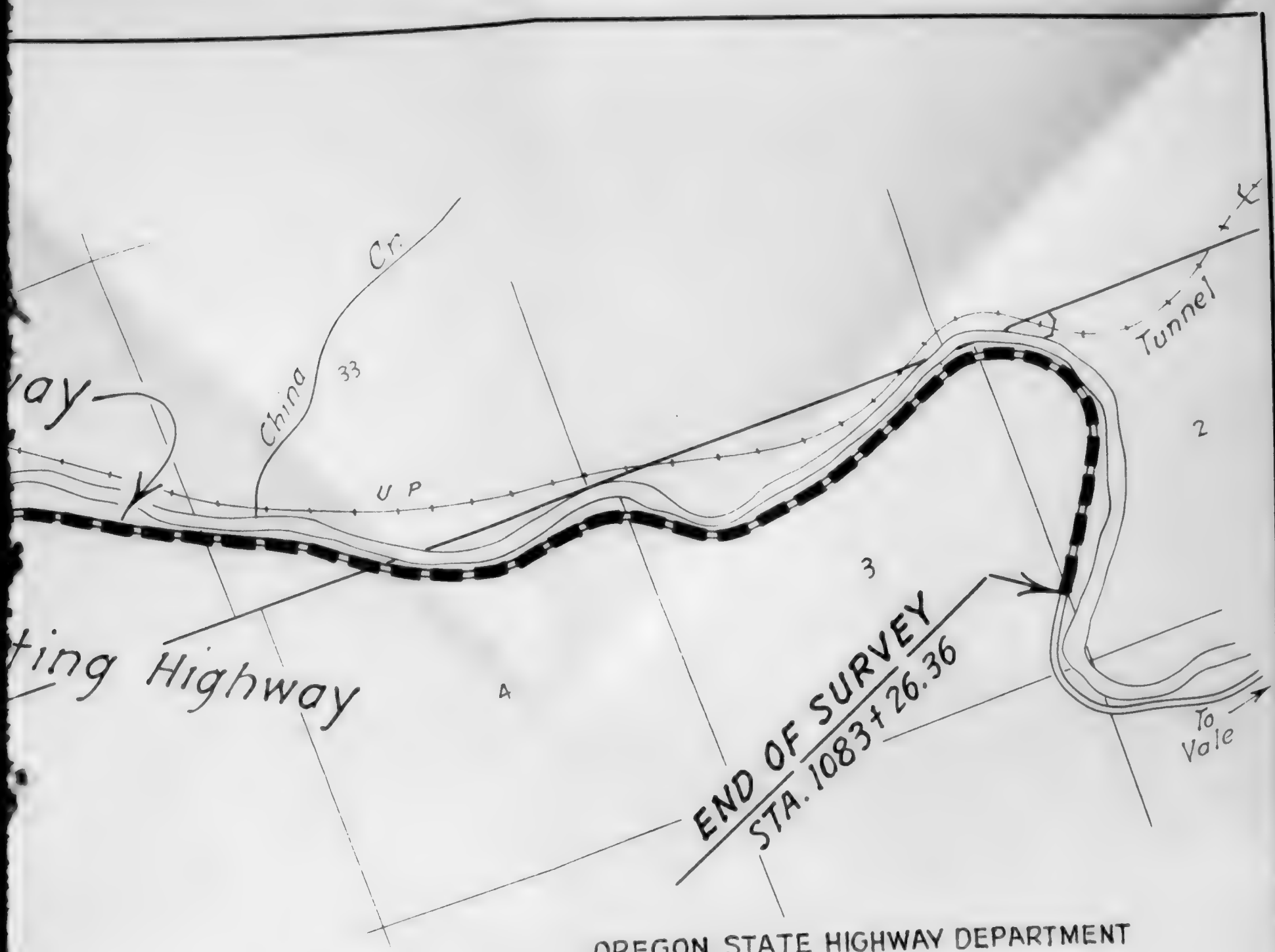
DRG. NO. 1R-3-1197

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date March 24 1958

For details see Drg. No. 8B-8-19, 20 - Ma



ting Highway

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

JONESBORO – TUNNEL SECTION

CENTRAL OREGON HIGHWAY

MALHEUR COUNTY

Scale: 1" = 2000'

March, 1958

DRG. NO. 1R-3-1197

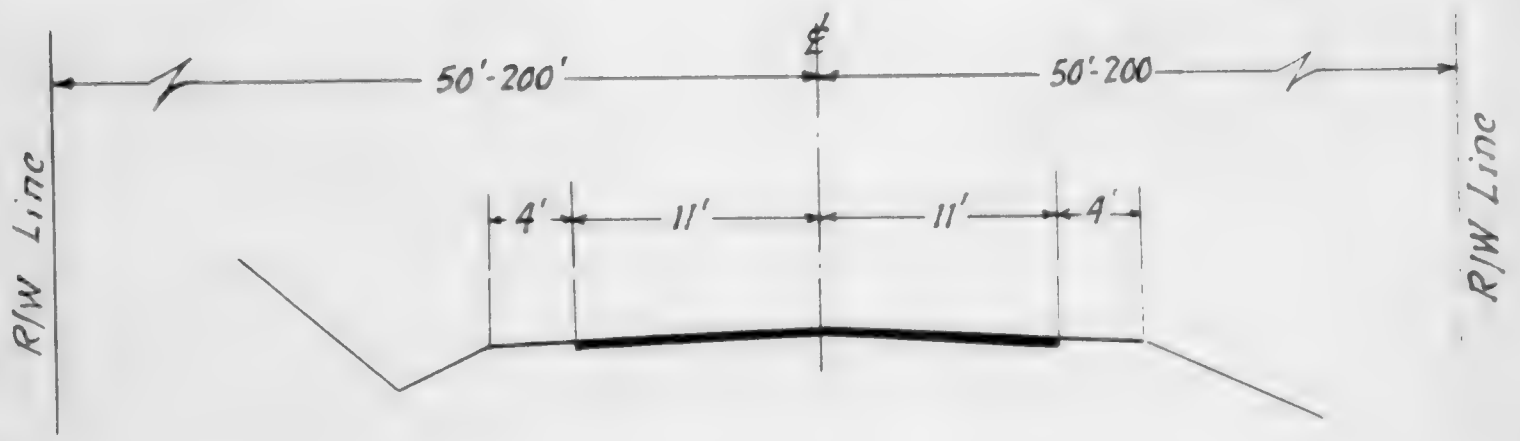
APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date March 24, 1958

For details see Drg. No. 8B-8-19, 20 - March, 1958

TYPICAL SECTION



OREGON STATE HIGHWA

Survey Approv

JONESBORO – TUNNE

CENTRAL OREG

MALHEUR C

Scale: 1" = 2000'

DRG. NO. 1R-

For details see Drg. No. 8B-8-19

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date March 24, 1958

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

JONESBORO - TUNNEL SECTION

CENTRAL OREGON HIGHWAY

MALHEUR COUNTY

Scale: 1" = 2000' March, 1958

DRG. NO. 1R-3-1197

For details see Drg. No. 8B-8-19, 20 - March, 1958

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date March 24, 1958

RECEIVED
MAR 19 1958
FOR FILING

Salem, Oregon
March 18, 1958

EPR authorization to proceed with acquisition of rights of way.

Mr. R. L. Porter
Right of Way Engineer
Office

As of March 12, 1958, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described projects:

Jonesboro-Tunnel Section of the Central Oregon Highway in Malheur County. Length 7.3 miles. Prefix 23-2503.

S. H. Probert
Office Engineer

SHP:ia

DS-154(5) W. Unit, Post-Camp Cr. Sec. 1958
of Paulina Secon. Hwy.
#5248 (Grad. and Oiling)

RECEIVED
JUN 1 1970
FOR FILING

June 18, 1970

Larkin & Bryant
Attorneys at Law
P. O. Box 457
Redmond, Oregon 97756

Attention: Walter I. Edmonds, Jr.

Gentlemen:

This is to acknowledge receipt of your letter of June 15 regarding rock crushing performed by Jed Wilson's Company in 1959 designated as the Post-Keystone Construction Job.

Our Construction Department office has informed us that Jed Wilson and Son did not have a subcontract agreement with Keystone Construction Company on their Contract No. 5248 in Crook County.

We read a report from Mr. George Kayser of our Cost Analyst Section, Construction Department, pertaining to this contract. In this report he mentioned that the contractor hired Jed Wilson and his crushing plant to crush the base material - renting the plant and paying the payroll. The crushing plant was set up adjacent to the highway on the southerly side near Station 1540 on private property at a gravel deposit. The base rock was hauled by Barnes & Hanson, hauling contractors, and the material was processed with C. C. Meisel's equipment.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:sj

LARKIN & BRYANT
ATTORNEYS AT LAW
888 WEST EVERGREEN AVENUE
P. O. BOX 457
REDMOND, OREGON 97756
TELEPHONE [503] 548-2151

JOSEPH LARKIN
RONALD L. BRYANT
STANLEY E. CLARK
WALTER I. EDMONDS, JR.

CUNNING & BREWSTER
1925-1955
COPENHAVER, LARKIN & BRYANT
1965-1969

June 15, 1970

#5248
Jed Wilson & Son
not listed as a sub-
contractor Says Ed Jane.

Mr. C. W. Head
Assistant Secretary
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Rebman v. Wilson

Dear Mr. Head:

Thank you for your letter of June 5, 1970.

It is my impression that the contractor described in your letter of June 5th is the correct contract. Jed Wilson and Son were probably subcontractors for the purpose of crushing rock for the highway job. The Wilson figures are conflicting as to the amount of rock run and the price paid for it. I have one statement which shows 29,500 tons at $.10 for a total payment made of $2,950 and another statement which shows that 72,818.38 ton were run.

Mr. Rebman was evidently advised previously that your records showed that 108,227 tons were run.

Your prompt response to my inquiry is much appreciated and I hope that the above mentioned information will enable you to verify one of these figures.

As I mentioned in my earlier letter, trial in this matter is set for June 25, 1970, so time is important in this case.

Thank you for your anticipated help.

Very truly yours,

Walter I. Edmonds, Jr.

WIE:pk

RECEIVED
JUN 16 1970
OREGON
STATE HIGHWAY COMMISSION

FOR FILING

June 5, 1970

Larkin & Bryant
Attorneys at Law
P. O. Box 457
Redmond, Oregon 97756

Attention: Walter I. Edmonds, Jr.

Gentlemen:

This is in reply to your letter of May 27 concerning your client, Harold Rebman, who's currently involved in a law suit against Jed Wilson and Son.

You asked for information regarding the amount of gravel that was run during the job by Jed Wilson's Company in 1959 designated as the Post-Keystone Construction job. We have reviewed our contract cards and have been unable to identify the project.

We found a contract in Crook County in which Keystone Construction Company, Inc., were the prime contractors. This was our Contract No. 5248 for grading and oiling on the West Unit, Post-Camp Cr. Section of the Paulina Highway. This job was awarded July 24, 1958, and completed June 25, 1959.

If you have additional information which will help us in identifying the contract that you have described, please call us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:sj

LARKIN & BRYANT
ATTORNEYS AT LAW
888 WEST EVERGREEN AVENUE
P. O. BOX 457
REDMOND, OREGON 97756
TELEPHONE [503] 548-2151

JOSEPH LARKIN
RONALD L. BRYANT
STANLEY E. CLARK
WALTER I. EDMONDS, JR.

CUNNING & BREWSTER
1925-1955
COPENHAVER, LARKIN & BRYANT
1965-1969

May 27, 1970

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Rebman v. Wilson

Gentlemen:

Please be advised that this office represents Mr. Harold Rebman of Portland, Oregon, who is currently involved in a lawsuit against Jed E. Wilson and John Wilson, dba Jed Wilson & Son. The lawsuit involves an accounting of some money earned on certain rock crushing jobs done for the State of Oregon. Trial in this matter has been set for June 25, 1970, in the Circuit Courtroom in Bend, Oregon.

One of the things at issue in this case will be the amount of gravel that was run during the job by Jed Wilson's company in 1959, designated as the Post-Keystone Construction job.

I would like to know the amount of yardage that your records show was run during this job and who would be the proper person to subpoena to testify as to what your records show.

Your prompt response to this letter will be much appreciated.

Very truly yours,

Walter I. Edmonds, Jr.

WIE:pk

#5248 - Not as a sub says Tease

#4153 - Aug. 1962

RECEIVED
MAY 28 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 5 1960
FOR FILING

NOTE: W. C. Williams

December 23, 1959

FINAL COST ANALYSIS
Grading and Oiling

West Unit, Post-Camp Creek
Contract No. 5248 (US 154(5))
5248

Contractor: Keystone Construction Co.
Resident Engineer: Ernest L. Scrivner

Paulina Highway
Prefix 107-1031
Project DS-154(5)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing & Grubbing	100%	All	10,000.00		7,826.24	10,000.00
*Drainage Excav.	470.24	Cu. Yd.	3.00	2.71	1,273.68	1,410.72
*General Excav.	174,341.4	Cu. Yd.	0.33	0.37	63,921.91	57,532.66
*Short Overhaul	361,228	Yd. Sta.	0.01	0.01	3,607.47	3,612.28
*Long Overhaul	5,318.3	C-Yd. Sta.	0.50	0.50	2,655.86	2,659.15
*Finish R.B. & Slopes	7.18	Mile	550.00	547.15	3,928.60	3,949.00
*Rounding Cutbanks	18,020	Lin. Ft.	0.15	0.15	2,649.04	2,703.00
*12" Corr. Metal Pipe	102	Lin. Ft.	3.50	3.18	324.34	357.00
*18" Corr. Metal Pipe	1,409	Lin. Ft.	4.25	3.87	5,451.17	5,988.25
*24" Corr. Metal Pipe	120	Lin. Ft.	6.50	5.77	692.10	780.00
*48" Corr. Metal Pipe	86	Lin. Ft.	16.50	14.72	1,265.96	1,419.00
*78" Corr. Metal Pipe	282	Lin. Ft.	38.00	34.81	9,815.74	10,716.00
*43" Arch Type Corr. Metal Pipe	160	Lin. Ft.	13.50	12.46	1,993.14	2,160.00
*Salvaging Culvert Pipe	187	Lin. Ft.	2.50	1.70	317.99	467.50
*&**Coarse Cr. Mat'l in Base	83,373.78	Ton	1.44	1.35	112,553.32	120,058.24
**3/4"-0 Cr. Mat'l in Base	12,555.14	Ton	1.50	1.43	17,925.81	18,832.71
*&**Sprinkling	1,706	M-Gal.	2.50	2.36	4,029.33	4,265.00
**Preparation of Base	7.18	Mile	200.00	188.60	1,354.18	1,436.00
**3/4"-0 Mat'l in Binder Crse.	1,307.01	Ton	2.40	2.15	2,813.52	3,136.82
**Furnish & Place Aggregates	5,082.445	Ton	2.50	2.27	11,528.92	12,706.11
**RC-3 Asphalt	127.37	Ton	48.00	43.97	5,600.49	6,113.76

FINAL COST ANALYSIS CONT'D
Contract No. 5248 - West Unit, Post-Camp Creek

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**120-150 Asphalt	299.68	Ton	45.00	40.01	11,992.08	13,485.60
**RS-1 Asphalt	89.51	Ton	47.00	43.19	3,866.22	4,206.97
*&**Force Account					976.79	1,065.98
**PA#1 1/2"-0 Rock in Stockpile	427.3	Cu.Yd.	1.00	1.00	427.30	427.30
**Purchase Excess 1/2"-1/4" Mat'l in Stockpile	274.68	Cu.Yd.	1.30	1.30	357.08	357.08
**1/4"-#10 Cr.Mat'l in Stockpile	88.64	Cu.Yd.	1.30	1.30	115.23	115.23
*PA#3 Purchase Excess C.M.P. and Bands	100%	All	662.24	All	662.24	662.24
					279,925.75	290,623.60

	Gross Revenue	Total Cost	Profit	Loss	Total Profit	% Profit	% Loss	Total % of Profit
*Keystone Constr.Co.	188,856.56	195,064.78		6,208.22			3.2%	
**C.C. Meisel	101,767.04	84,860.97	16,906.07			16.6%		
	290,623.60	279,925.75	16,906.07	6,208.22	10,697.85	16.6%	3.2%	3.7%

DETAIL OF COSTS - Contract No. 5248

KEYSTONE CONSTRUCTION CO.

Labor:					
Supervision				$ 7,800.00	
Labor				86,560.61	
Labor Insurance				8,747.23	
Travel-Transportation Pay				781.16	$ 103,889.00
Materials:					
12" Corr. Metal Pipe	102	Lin. Ft.	@ $2.01	205.02	
12" Corr. Metal Bands	5	Each	@ $1.96	9.80	
18" Corr. Metal Pipe	1,409	Lin. Ft.	@ $2.93	4,128.37	
18" Corr. Metal Bands	75	Each	@ $2.93	219.75	
24" Corr. Metal Pipe	120	Lin. Ft.	@ $4.35	522.00	
24" Corr. Metal Bands	8	Each	@ $4.60	36.80	
48" Corr. Metal Pipe	86	Lin. Ft.	@ $12.30	1,057.80	
48" Corr. Metal Bands	4	Each	@ $12.30	49.20	
78" Corr. Metal Pipe	282	Lin. Ft.	@ $30.77	8,677.14	
78" Corr. Metal Bands	11	Each	@ $59.00	649.00	
43" Arch Type Corr. Metal Pipe	160	Lin. Ft.	@ $9.93	1,588.80	
43 Arch Type Corr. Metal Bands	8	Each	@ $9.93	79.44	17,223.12
Equipment Rentals and Miscellaneous Supplies:					
Equipment Rental, Owned				25,802.60	
Equipment Rental, Hired				28,267.91	
Gas, Oil, and Grease				6,477.92	
Bond				786.15	
P.L. and P.D. Insurance				668.42	
P.U.C.				122.50	
Small Tools and Miscellaneous Supplies				618.97	
Move In, Freight, and Cartage				2,568.08	
Explosives				4,520.00	
Drill Steel and Bits				975.50	
Home Office and General Overhead				3,144.61	73,952.66
			TOTAL COST		$ 195,064.78

DETAIL OF COSTS - Contract No. 5248

C.C. MEISEL

Labor:			
Labor		$ 15,341.01	
Labor Insurance		1,303.99	
Health and Welfare		460.23	$ 17,105.23
Materials:			
RC-3 Asphalt	127.37 Ton @ $27.75	3,534.52	
120-150 Asphalt	299.68 Ton @ $25.00	7,492.00	
RS-1 Asphalt	89.51 Ton @ $27.00	2,416.77	
Freight on Asphalt	516.56 Ton @ $8.65	4,465.94	17,909.23
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		5,946.00	
Equipment Rental, Hired - Fully Operated		21,104.36	
Gas, Oil, and Grease		1,316.17	
Bond		774.02	
P.U.C.		45.37	
P.L. and P.D. Insurance		191.76	
Move In, Freight and Cartage		796.27	
Small Tools and Miscellaneous Supplies		193.85	
Amount Paid Jed Wilson for Crushing Aggregates & 3/4"-0		17,048.71	
Royalty on Gravel		2,430.00	49,846.51
TOTAL COST			$ 84,860.97

Remarks - Contract No. 5248

This was a "Federal Aid Secondary Project" calling for the grading and oiling of 7.18 miles of highway roadbed on the West Unit, Post-Camp Creek Section of the Paulina Secondary Highway in Crook County.

The contract was bid June 17, 1958, awarded July 24, 1958. Work started June 23, 1958 and the project was completed June 25, 1959.

The contractor moved in one D-7 cat and clearing dozer, one power saw, and a crew of three men and started clearing June 23, 1958. This operation required approximately two months. The clearing consisted of brush and Juniper trees which were removed and piled off the right-of-way on private land and disposed of by the property owner.

The contractor moved in two DW-15 scraper units, one D-8 push cat, one D-6 cat and dozer, and one cat #12 grader on August 4th and started grading. The excavation was mostly common material with the exception of a few cuts that contained rock which required drilling and blasting. Slow progress was made on the excavation due to the use of rubber tired equipment on rock that was blasted loose, and near the completion of the excavating it started to rain, making it very difficult to remove the rock. A small loss was suffered on the grading.

The contractor hired Jed Wilson and his crushing plant to crush the base material, renting the plant and paying the payroll. The crushing plant was set up adjacent to the highway on the southerly side near station 1540 on private property at a gravel deposit. Good progress was made on the crushing, averaging approximately 120 tons per hour. The base rock was hauled by Barnes & Hanson, hauling contractors, and the material was processed with C.C. Meisel's equipment.

The contractor hired C.C. Meisel to crush the 3/4"-0, the oiling aggregate, and do the oiling. Jed Wilson crushed the material, Barnes & Hanson did the hauling, and Meisel did the processing.

C.C. Meisel started the oiling May 14th, using one distributor, one 3/4-cubic yard shovel, six dump trucks and two rollers. Good progress was made on the oiling.

The contractor had good bid prices, good equipment, but only fair supervision resulting in only a small profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 14 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 14, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5248	12 Final	Keystone Construction Co., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24679	64980	$ 9,819.22	10-9-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 100 workdays from August 3, 1958

Time Extensions: None of record

Completion Date: June 25, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 14, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

NOTED ON CARD

RECEIVED
SEP 29 1959
FOR FILING

September 28, 1959

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5248 for grading-oiling the West Unit of Post-Camp Creek Section of the Paulina Secondary Highway in Crook County was completed by the contractor, Keystone Construction Co. Inc., on June 25, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $9,819.22 will be released to the contractor on or after October 8, 1959. The total contract amount is $290,623.60, of which amount $1,065.98 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
[illegible] 1959
FOR FILING

FORM E-30X—37,500—8-56—96888

Salem, Oregon

OREGON STATE HIGHWAY DEPARTMENT

September 23, 1959

INTER-DEPARTMENT CORRESPONDENCE

Memorandum:

SUBJECT: Utility Billing - Final Voucher Oregon Project DS 154 (5) Central Electric Cooperative

To:

A 100% audit has been made of the Utility billing on the subject voucher in accordance with the provisions of the approved Secondary Road Plan (unqualified approval).

No citations were made on this billing and the total amount of $1,044.26 as claimed by the Central Electric Cooperative is approved, as substantiated by audit work papers in State files, and claimed as eligible for Federal Participation in accordance with Bureau of Public Roads PPM 30-4.

Very truly yours,

W. C. Williams
State Highway Engineer

By: C. H. Maison

C. H. Maison
Auditor

CC: Bureau of Public Rds
R. L. Porter
General Files ✓

RECEIVED
AUG 13 1959
FOR FILING

August 12, 1959

United States Fidelity & Guaranty Company
Lotus M. Conser, Manager
201 Portland Trust Building
Portland, 4, Oregon

Gentlemen:

On July 15, 1959 we inadvertently addressed a letter to the United Pacific Insurance Company of Tacoma concerning release of a retained percentage on Contract No. 5248 to Keystone Construction Co., Inc., for grading and oiling the West Unit, Post-Camp Creek Section of the Paulina Secondary Highway, Crook County. This letter stated that the payment in the amount of $15,433.83, reducing the retained percentage to 3% of the total amount earned, would be released to the contractor on or after July 27, 1959. The payment has been made.

In today's mail we received from the United Pacific Insurance Company our letter to them as, of course, they were unable to locate the account. j

We regret that this error occurred.

We are holding pending acceptance of the contract the sum of $8,684.67.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

August 12, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Building
Tacoma 1, Washington

Gentlemen:

In today's mail we received your note that you were unable to locate a file on Keystone Construction Co., Inc., concerning release of retained funds on Contract No. 5248, for grading and oiling the West Unit, Post-Camp Creek Section of the Paulina Secondary Highway, Crook County.

Please accept our apologies for sending you the letter as it should have been addressed to United States Fidelity & Guaranty Company.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

RECEIVED
JUL 15 1959
FOR FILING

July 15, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Keystone Construction Co., Inc., a portion of the funds heretofore retained by the Commission on contract #5248, for grading-oiling the West Unit of Post-Camp Creek Section of the Paulina Secondary Highway in Crook County.

This payment, in the amount of $15,433.83, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $8,684.67. The present payment will be released on or after July 27, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 17, 1959, 19

Section West Unit, Post - Camp Creek

Kind of work Grading and Oiling

Highway Paulina County Crook

Section prefix 107-1031

Contractor Keystone Construction Co., Inc.

Contract number 5248

Date of contract July 24, 1958, 19

Specified work days 100

Date work started June 23, 1958, 19

Work days used 99

Project authorization $335,696.74
Exclusive of engineering $311,824.66

Per cent of time elapsed 99 %

Estimated cost of completed project, exclusive of engineering $290,521.22

Estimated per cent overrun or underrun . . . . . Under-run . . . . . 6.8 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $23,871.74

Engineering cost to date $ 23,841.56, 99.9 %

Date project was completed June 25, 1959, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

One man in office finishing Semi-Final Estimate which is being submitted to Division Engineer to-day.

FINAL REPORT

Noted
M. N Juve

NOTED

NOTED

C. E. PAULSEN

CONSTRUCTION DIVISION
RECEIVED
JUL 20 1959
NOTED
CE AGE ACE COE

Signed Charles L. Ross
for: Ernest L. Scrivner, Res. Eng.
Address P. O. Box 182, Prineville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.18	7.18		7.18	
Miles partially completed	7.18	7.18		7.18	
Miles completed	7.18	7.18		7.18	
Total estimated quantities (contract)	168,000 C Y	100,670 T		Asph. 530 T Agg. 6,130 T	
Total quantities corrected to date	174,341.4 CY	95,938.92		Asph. 516.56 T Agg. 5,082.445 T	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities	Completed	Completed		Completed	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair, Hot		
Tuesday	Fair, Hot		
Wednesday	Fair, Hot		
Thursday	Fair, Hot		
Friday	Fair, Hot		
Saturday			

RECEIVED
JUL - 1 1959
FOR FILING

July 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed June 25, 1959, on Contract No. 5248, West Unit, Post-Camp Creek Section, Crook County, in connection with Federal Aid Project No. DS-154(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

cc: Mr. Clarence G. Swenson

FORM E-123 5M 4-58

RECEIVED
JUL [illegible] 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

DI-134(5)

5248

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 15, 1958

Keystone Construction Co., Inc.
P. O. Box 458
Prineville, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5248, awarded July 24, 1958, for grading and oiling on the West Unit, Post-Camp Creek Section of the Paulina Highway in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 13 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 15, 1958

Central Electric Co-op
P.O. Drawer 501
Redmond, Oregon

Re: Central Electric Co-op
Power Line Adjustment
W. Unit, Post-Camp Creek Section
Paulina Highway
Crook County

Gentlemen:

Reference is made to prior correspondence relative to the moving of your facilities on the above titled project.

This matter was referred to the Office of the Construction Engineer and the advice received is to the effect that out of the 10 poles necessarily to be removed, 7 are within the right of way fence and less than 30 feet from the centerline of the existing highway. The right of way on this section is 60 feet wide. Three of the poles are outside of the fence and apparently are more than 30 feet from the centerline of the existing highway. It, therefore, is apparent that the prorating of cost outlined in my letter to you of June 19, 1958, should prevail. I also have been requested to advise you that in the event the poles are not moved you will be held responsible for any delays to the State's contractor caused by your facilities being in the way of the construction operations.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RH
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Dean Swift
Mr. F. W. Farrar

NOTED
FORREST COOPER

RECEIVED
AUG 1 2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-154(5)

5248

WEST UNIT, POST-CAMP CREEK SECTION OF THE

PAULINA HIGHWAY IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 5231
Roadway (Sta. 1303+00 to Sta. 1682+00)(Contract No. 5248)

Clearing and Grubbing	All Required		$ 10,000.00
Drainage Excavation, Unclassified	520 cu.yds.	$ 3.00	1,560.00
General Excavation, Unclassified	168,000 cu.yds.	0.33	55,440.00
Short Overhaul	372,000 yd.sta.	0.01	3,720.00
Long Overhaul	3,200 C-yd.sta.	0.50	1,600.00
Finishing Roadbed and Slopes	7.18 miles	550.00	3,949.00
Rounding Cutbanks	28,200 lin.ft.	0.15	4,230.00
12-inch Corrugated Metal Pipe	300 lin.ft.	3.50	1,050.00
18-inch Corrugated Metal Pipe	1,500 lin.ft.	4.25	6,375.00
24-inch Corrugated Metal Pipe	180 lin.ft.	6.50	1,170.00
48-inch Corrugated Metal Pipe	80 lin.ft.	16.50	1,320.00
78-inch Corrugated Metal Pipe	310 lin.ft.	38.00	11,780.00
18-inch Arch Type Corrugated Metal Pipe	50 lin.ft.	4.50	225.00
43-inch Arch Type Corrugated Metal Pipe	110 lin.ft.	13.50	1,485.00
Salvaging Culvert Pipe	300 lin.ft.	2.50	750.00
Coarse Crushed Material in Base	85,770 tons	1.44	123,508.80
3/4" - 0 Material in Base	14,900 tons	1.50	22,350.00
Sprinkling	1,770 M-Gals.	2.50	4,425.00
Preparation of Base	7.18 Miles	200.00	1,436.00
3/4" - 0 Material in Binder Course	1,170 tons	2.40	2,808.00
Furnishing and Placing Aggregates	4,960 tons	2.50	12,400.00
MC-3 Asphalt	130 tons	48.00	6,240.00
120-150 Asphalt	300 tons	45.00	13,500.00
RS-1 Asphalt	100 tons	47.00	4,700.00
			$296,021.80
Flagging (57½ of Contractor's Cost)	All Required		1,000.00
Move Power Poles By Central Elect. Coop.	All Required		1,375.00
	Subtotal		$298,396.80
	10% Engr. & Cont.		$ 29,839.68
	Total		$328,236.48

Oregon State Highway Department

Length of Roadway.	7.176 Miles
Cost of Roadway Per Mile	$45,740.86

Federal "DS" Funds	$244,800.00
Federal "LS" Funds	31,200.00
State Funds	32,236.48
	$328,236.48

RECEIVED
AUG 11 1958
FOR FILING

5248

August 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 23, 1958, on Contract No. 5248, West Unit, Post-Camp Creek Section in Crook County, in connection with Federal Aid Project No. S3-154(5).

The date of July 23, submitted in our letter of July 25, 1958, was in error.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

WEP:lmw

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NS-154(5)
524

file

Cooper

August 8, 1958

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen: Attention: Mr. W. C. Williams

Reference is made to Mr. DeSouza's letter of June 19, 1958 and my letter of April 17, 1957 to Mr. Scrivner at Prineville, a copy of which is enclosed, both regarding the West Unit, Post-Camp Creek Section, Paulina Highway.

A copy of my letter to Mr. DeSouza of this date is enclosed. In our original estimate of the cost of the line changes on this project we had considered that it would be better to move ten poles which roughly paralleled the old highway. In a recheck with Mr. Scrivner this morning our superintendent finds that it is necessary to move nine poles paralleling the highway and two service poles, one for the Highway Department and the other one at the Post Store.

We have reviewed our cost estimates which were originally submitted to Mr. Scrivner and find that the $1375.00 estimate is still satisfactory to us. As shown on the enclosed letter it covers the cost on material, labor and overhead.

It will be appreciated if you will send us authority to proceed under this estimate.

Very truly yours,

Carl F. Degner, Jr.
Office Manager

Encls.

DeSouza

Orig to DeSouza

August 8, 1958

State of Oregon
State Highway Deaprtment
Salem, Oregon

Gentlemen: Attention: Mr. J. W. DeSousa

Please refer to your letter of June 19th regarding the West Unit, Post-Camp Creek Section, Pauline Highway.

Mr. Scrivner, resident engineer on the above project, called me yesterday to say that the stakes were in and we could check the actual location of our poles as regards the new highway right of way. Our superintendent accompanied Mr. Scrivner on a check of the area this morning and I am submitting to him a copy of our proposed relocation sketch.

A recheck of the area and of our records indicates that the poles in question are on land for which the Cooperative has easements from the property owners. These easements have not been recorded but are on file in the Cooperatives office. The fence along this section of road wanders and as a result some of our poles are inside and some outside of the fence. For this reason we still feel that the state should bear the cost of moving the poles. This morning's check of the area with the stakes in place shows that there will be eleven poles to be moved. Thies includs one for the State Highway Service and one for the Post Store and J. C. Sheun pump near the store.

I am writing Mr. Williams today confirming the estimate we sent to Mr. Scrivner in April 1957, in the amount of $1375.00, as sufficiently accurate to serves at that time.

It is our understanding that the contractor is ready to start work in the area in August 11th. In order that we may obtain the necessary new easements for moving the line and schedule the wok in our program it will be appreciated if we can get the approval from your office to proceed under our estimate. We do not feel that we can insure any further costs until we are assured of authority to proceed with the work.

Very truly yours,

Carl F. Dagner, Jr.
Office Manager

Mr. [illegible]
Oregon State Highway Commission
Prineville, Oregon

Dear Mr. [illegible]:

We have looked over that change in our line, which will be required by the proposed highway change at Post, and it appears that we will have to move a total of 10 poles to make a decent job of it. This proposed change will leave the highway crossing at the same point, therefore it will not require a new crossing permit. The poles will not require a pole line permit, as they will be moved to private property.

Our estimate of the cost of this change is as follows:

Labor and overhead.....	$ 1200.00
Material.....	175.00
Total	$ 1375.00

Overhead includes any equipment rentals we may have to make. Material includes new material used, less salvage.

Very truly yours,

Carl F. [illegible], Sr.
Office Manager

CFD:vs

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[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 23 1958
FOR FILING
DA-154(5)
5248

July 25, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 23, 1958, on Contract No. 5248, Unit, Post-Camp Creek Section, in Crook County, in connection with Federal Aid Project No. DA-154(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DCPolkw

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JUL 25 1958
FOR FILING

July 24, 1958

Keystone Construction Co., Inc.
P. O. Box 458
Prineville, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958, accepted your proposal for grading and oiling on the West Unit, Post-Camp Creek Section of the Pauline Secondary Highway in Crook County for the sum of $296,021.80 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5248.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1200 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 24, 1958

Keystone Const Co., Inc.
Prineville
Oregon

Gentlemen:

Contract for West Unit, Post-Camp Creek Section of Paulina Secondary Highway, Crook County for which you submitted low bid on June 17, 1958 awarded you today.

Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

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OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.3

June 26, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Cooper's June 25, 1958 request for approval of an individual project program change for Project S-154(6), West Unit, Post-Camp Creek Section. An increase of the length from 7.0 miles, proposed for immediate construction under Project DS-154(5), to 8.7 miles was requested to conform with the extent of right-of-way which actually will be acquired for a future continuation of the construction.

Your request is approved effective June 26, 1958 since obtaining the right-of-way, which we understand has been optioned, for the 1.7 mile extension is desirable from the standpoint of negotiations with owners. In addition, establishing similar ROW termini for projects as carried on your records is less cumbersome to handle by both of our offices.

On several previously proposed items, we have discussed with your department the matter of programing right-of-way projects to conform to your actual acquisition practice instead of being limited to the length to be contracted for construction initially. Please attempt to attain better correlation in this respect on future right-of-way projects.

Very truly yours,

C. G. Polk
Division Engineer

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JUL 1
OREGON
STATE HIGHWAY COMMISSION

NOTED

FORM E-123X 12,500 4-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 19, 1958

Central Electric Co-op
P.O. Drawer 501
Redmond, Oregon

Re: Central Electric Co-op
Power Line Adjustment
W. Unit, Post-Camp Creek Section
Paulina Highway
Crook County

Gentlemen:

Bids on the above titled project were received on June 17, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

I am advised that you propose to move your entire line between Stations 1303 and 1343, and this would require the relocation of 10 poles, 3 of which are on private property and the remainder are on highway right of way.

It would not appear practical to segregate the cost of the relocation of the poles which are on private property and on State highway right of way, but it is recognized that the Highway Commission should reimburse you for 30 percent of the entire change.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

RECEIVED
JUN 20 1958

Further details of the work may be secured from Mr. E. L. Scrivner, Prineville, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. Dean Swift & Mr. F. W. Farrar

S-220(12) Lancaster Dr.-Sublimity Gun Club Sec., North Santiam Hwy. (Grading) 1958

#5249

CAH
1972

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FOR FILING

5249

Salem, Oregon
November 7, 1961

Mr. Tom Edwards
Construction Engineer
D e p a r t m e n t

Lancaster Drive-Sublimity Gun Club Section
North Santiam Highway
Marion County
Contract No. 5249

Herewith for your consideration Order for State Force Work to cover the cost of the revision of the existing railroad signals at the Aumsville crossing on the subject project.

J. D. Walker
Division Engineer

By

John G. Canfield
Division Office Engineer

JGC:AM

RECEIVED
FEB 10 1961
FOR

W.C. Williams

Lancaster Dr.-Sublimity Gub Club
Contract No. 5249

FINALCOST ANALYSIS
Grading
Contractor: C.R. O'Neil
Resident Engineer: Arthur Duffy

W. C. WILLIAMS

January 31, 1961

Prefix: 124-1036
Project: S-220(12)
S-265 (6)

S-220(12)
S-265 (6)
5-4-4-G

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*&**Clearing and Grubbing	100%	All	29,000.00		25,844.50	29,000.00
*Drainage Excavation	8,129.36	Cu.Yd.	3.00	2.62	21,280.24	24,388.08
*Embankment Foundation Excav.	8,545.9	Cu.Yd.	0.50	0.42	3,568.06	4,272.95
*General Excavation	1,007,424.8	Cu.Yd.	0.29	0.39	391,914.63	292,153.19
*Short Overhaul	4,295,983	Yd.Sta.	0.0075	0.0078	33,572.63	32,219.87
*Long Overhaul	113,780.2	C-Yd.Sta.	0.30	0.31	35,512.61	34,134.06
*Special Stone Fill	5,075.7	Cu.Yd.	1.30	1.23	6,235.65	6,598.41
*Finish R.B. & Slopes	9.78	Miles	800.00	670.00	6,552.79	7,824.00
*Rounding Cutbanks	22,450	Lin.Ft.	0.20	0.16	3,662.03	4,490.00
*18" Corr.Mtl.Culv.Pipe	294	Lin.Ft.	4.75	4.31	1,267.27	1,396.50
*36" Corr.Mtl.Culv.Pipe	638	Lin.Ft.	16.00	14.19	9,055.21	10,208.00
*60" Corr.Mtl.Culv.Pipe	264	Lin.Ft.	34.00	26.92	7,106.92	8,976.00
*62" Corr.Mtl.Culv.Pipe	66	Lin.Ft.	42.00	33.05	2,181.44	2,772.00
*12" Concrete Culv.Pipe	1,089	Lin.Ft.	2.50	1.97	2,144.14	2,722.50
*18" Concrete Culv.Pipe	2,616	Lin.Ft.	3.75	3.21	8,410.28	9,810.00
*24" Concrete Culv.Pipe	1,026	Lin.Ft.	6.25	5.06	5,188.19	6,412.50
*36" Concrete Culv.Pipe	156	Lin.Ft.	10.50	9.65	1,505.94	1,638.00
*Extra for Pipe under Pvmt.	62	Lin.Ft.	5.00	3.20	198.33	310.00
*22" Arch Type Corr.Mtl.Pipe	498	Lin.Ft.	4.50	3.81	1,905.96	2,241.00
*29" Arch Type Corr.Mtl.Pipe	168	Lin.Ft.	8.50	6.59	1,106.37	1,428.00
*43 Arch Type Corr.Mtl.Pipe	60	Lin.Ft.	14.75	12.78	766.98	885.00
*72" Arch Type Corr.Mtl.Pipe	243	Lin.Ft.	36.75	34.45	8,371.77	8,930.25
* 6" Perf.Mtl.Dr.Pipe, Unctd.	14,915	Lin.Ft.	2.50	1.32	19,668.46	37,287.50

FINAL COST ANALYSIS - Contract No. 5249
Lancaster Drive-Sublimity Gun Club

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
* 8" Perf.Mtl.Dr.Pipe, Unctd.	2,503	Lin.Ft.	2.80	1.74	4,363.21	7,008.40
*12" Perf.Mtl.Dr.Pipe, Unctd.	1,282	Lin.Ft.	3.80	2.28	2,921.45	4,871.60
*Special Backfill in Drains	3,488.17	Cu.Yd.	6.00	3.12	10,900.21	20,929.02
***Class A Concrete	257.5	Cu.Yd.	55.00	55.00	14,162.50	14,162.50
***Metal Reinforcement	38,010	Lb.	0.14	0.14	5,321.40	5,321.40
***Concrete Inlets Type D	2	Each	150.00	150.00	300.00	300.00
*Metal Guard Rail	170	Lin.Ft.	4.00	2.29	389.95	680.00
*****Type 2 Fency	6,769	Rod	4.45	4.45	30,122.05	30,122.05
*****16'x48" Metal Gates	2	Only	80.00	80.00	160.00	160.00
*****20'x48" Metal Gates	17	Only	100.00	100.00	1,700.00	1,700.00
*Coarse Cr.Mat'l in Base	28,846.25	Ton	2.10	1.95	56,386.31	60,577.13
*3/4"-0 Cr.Mat'l in Base	5,169.11	Ton	2.25	2.05	10,594.33	11,630.50
*Sprinkling	2,225.3	M-Gal.	3.00	2.61	5,797.37	6,675.90
****Preparation of Base	100%	All	1,000.00	800.00	800.00	1,000.00
*&****3/4"-0 Mat.in Binder Crse.	373.98	Ton	3.00	2.50	934.95	1,121.94
*&****Furnish & Place Aggre.	1,568.36	Ton	4.00	3.00	4,705.08	6,273.44
****RC-3 Asphalt	46.285	Ton	47.00	40.00	1,851.40	2,175.40
****120-150 Asphalt	129.475	Ton	45.00	40.00	5,179.00	5,826.38
*PA#1 Special Stone Fill	4,868.7	Cu.Yd.	0.70	0.67	3,242.61	3,408.09
***PA#2 Cement Adjustment	39.38	Bbl.	4.41	4.41	173.67	173.67
*****Purchase Excess Fence Mat'l PA#3	100%	All		1,506.92	1,506.92	1,506.92
*PA#4 Purchase Excess Pipe	100%	All		583.03	583.03	583.03
*Force Account					4,096.54	4,346.09
					$763,212.38	$720,651.27

FINAL COST ANALYSIS - Contract No. 5249
Lancaster Drive-Sublimity Gun Club

	Gross Revenue	Total Cost	Profit	Loss	% Loss
* C.R. O'Neil	630,317.78	672,878.89	-	42,561.11	6.8%
** Murray Brothers	25,051.95	25,051.95	-		
*** Snook Brothers	19,671.57	19,671.57	-		
**** Warren Northwest Co.	13,627.92	13,627.92	-		
***** L.W. Brooks	31,982.05	31,982.05	-		
	$720,651.27	$763,212.38	-	$42,561.11	5.9%

DETAIL OF COSTS - Contract No. 5249

Labor:			
Labor		$ 204,718.20	
Labor Insurance		12,958.06	
Health, Welfare & Pension		5,706.67	$ 223,382.93
Materials:			
18" Corr.Mtl.Pipe	294 Lin. Ft. @ $2.97	873.18	
18" Corr.Mtl.Bands	13 Each @ $2.97	38.61	
36" Corr.Mtl.Pipe	638 Lin. Ft. @ $12.05	7,687.90	
36" Corr.Mtl.Bands	31 Each @ $13.70	424.70	
60" Corr.Mtl.Pipe	264 Lin. Ft. @ $21.08	5,565.12	
60" Corr.Mtl.Bands	12 Each @ $42.00	504.00	
72" Corr.Mtl.Pipe	66 Lin. Ft. @ $25.43	1,678.38	
72" Corr.Mtl.Bands	3 Each @ $50.80	152.40	
12" Conc. Culvert Pipe	1,089 Lin. Ft. @ $0.90	980.10	
18" Conc. Culvert Pipe	2,616 Lin. Ft. @ $1.80	4,708.80	
24" Conc. Culvert Pipe	1,026 Lin. Ft. @ $2.80	2,872.80	
36" Conc. Culvert Pipe	156 Lin. Ft. @ $4.85	756.60	
22" Arch Type C.M.P.	498 Lin. Ft. @ $3.20	1,593.60	
22" Arch Type C.M.Bands	25 Each @ $3.20	80.00	
29" Arch Type C.M.P.	168 Lin. Ft. @ $5.00	840.00	
29" Arch Type C.M.Bands	8 Each @ $5.00	40.00	
43" Arch Type C.M.P.	60 Lin. Ft. @ $9.75	585.00	
43" Arch Type C.M. Bands	3 Each @ $9.75	29.25	
72" Arch Type C.M.P.	243 Lin. Ft. @ $25.55	6,208.65	
72" Arch Type C.M.Bands	12 Each @ $51.10	613.20	
6" Perf. C.M.Dr.Pipe	14,915 Lin.Ft. @ $0.82	12,230.30	
6" Perf. C.M.Dr.Bands	748 Each @ $1.07	800.36	
8" Perf. C.M.Dr.Pipe	2,503 Lin.Ft. @ $1.05	2,628.15	
8" Perf. C.M.Dr.Bands	125 Each @ $1.25	156.25	
12" Perf. C.M.Dr.Pipe	1,282 Lin.Ft. @ $1.81	2,320.42	
12" Perf. C.M.Dr.Bands	65 Each @ $1.88	122.20	
Special Backfill Mat'l	3,488.17 Cu.Yd. @	3,808.82	
Metal Guard Rail and Posts		323.25	
Coarse Cr.Base Rock		25,961.63	
3/4"-0 Cr. Base Rock & Binder		5,170.09	89,753.76
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		273,813.31	
Equipment Rental, Hired		16,135.40	
Gas, Oil and Grease		36,858.46	
Bond		3,798.46	
P.U.C.		379.84	
P.L. and P.D. Insurance		2,558.98	
Explosives		1,550.52	
Move In, Freight and Cartage		7,654.57	
Small Tools and Miscellaneous Supplies		1,816.33	

DETAIL OF COSTS CONT'D - Contract No. 5249

Equipment Rental and Miscellaneous Supplies Cont'd:		
Amount Paid Snook Brothers for Concrete Work	19,671.57	
Amount Paid Warren Northwest for Oiling	13,627.92	
Amount Paid Murray Brothers for Clearing	25,051.95	
Amount Paid L. W. Brooks for Fencing	31,982.05	
Home Office and General Overhead	15,176.33	450,075.69
TOTAL COST		$ 763,212.38

Remarks - Contract No. 5249

This was a "Federal Aid Secondary Project" calling for the grading of 9.78 miles of highway roadbed on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County.

The project was bid May 29, 1958, awarded July 25, 1958. Work started June 16, 1958 and the project was completed August 4, 1960.

The clearing and grubbing was subcontracted to Murray Brothers who moved in one D-6 cat and dozer and a crew of two men and started the clearing June 16, 1958. More men and equipment were added and good progress was made. This work was completed September 20, 1958.

The type 2 fence was installed by L.W. Brooks at the bid prices, good progress being made on this item.

The box culverts were built by Snook Brothers also at bid prices. Fair progress was made on these items.

The contractor started the grading operation June 25th with three D-W21's, one D-9 push cat and one D-8 cat with dozer on the fill. Good progress was made on the excavation until July 10th, when all operation ceased due to the strike. Work was resumed August 14th with added equipment and on a two-shift basis. Only fair progress was made on the excavation due to the wet material in the large cuts. Rain and wet grade stopped the excavation on October 24th for the winter. Work was resumed April 13, 1959 but the grading was limited due to wet grade.

The contractor made good progress on the culvert pipe installations which were performed simultaneously with the excavation work. The contractor moved in more grading equipment in July trying to complete the project that season, but, due to the condition of the soil in the fills, was unable to get the production necessary to complete the project in 1959. Work was halted in November 1959.

Work was resumed June 6, 1960 with two TS-24's and two cat #12 graders. Mostly finishing roadbed and excavating a few small cuts remained. This project required a large quantity of 6" perforated drain pipe.

The contractor purchased all the crushed gravel from the Salem Sand & Gravel Company and had it hauled with hired trucks and processed with his own equipment. The oiling work was done by Warren Northwest Company at less than the bid price realizing a profit on these items for the contractor.

The contractor had good bid prices, good equipment and good supervision, but suffered a loss due to wet materials and the presence of large boulders in the cuts.

M.N. Juve
Chief Cost Analyst

By George Kayser

RECEIVED

S-220 (12)

5249

January 11, 1961

Mr. C. O. Polk, Division Engineer
U. S. Bureau of Public Roads
406 State Highway Building
Salem, Oregon

re: Completion Erosion Control Work
Lancaster Drive - Sublimity Gun Club
North Santiam Highway
Contract #5249, Prefix 124-1036
FAP S-220 (12), S-265 (6)

Dear Mr. Polk:

The erosion control work on the subject job, authorized in order for State force work dated September 8, 1958 was completed January 6, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Staff Engineer

RAM:lg
cc: Mark H. Astrup
D. B. Parkes

RECEIVED
DEC 1960
FOR FILING

S 220 (12)

5247

December 22, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5249 for grading the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County was completed by the contractor, C. R. O'Neil, on August 4, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $22,780.00 will be released to the contractor on or after December 30, 1960. The total contract amount is $720,651.27, of which amount $4,346.09 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: C. R. O'Neil

Form E-1—(Rev.)—

F-230 (12)
F 265 (6)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 19 60

Section LANCASTER DRIVE-SUBLIMITY GUNCLUB
Highway NORTH SANTIAM County MARION
Contractor C. R. O'NEIL
Date of contract July 25, 19 58
Date work started June 16, 19 58
Project authorization . . . . . $ 855,497.52
Exclusive of engineering . . . . $ 794,622.15

Kind of work GRADE
Section prefix 124-1049
Contract number 5249
Specified work days 80 (extended to 105)
Work days used 105
Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 731,944.99
Estimated per cent [redacted] or underrun . . . . . 6.12 %
Per cent of contract completed, based on estimated cost . . . . . 100 %
Engineering authorization . . . . $ 60,835.38
Engineering cost to date $ 69,130, 114 %
Date project was completed August 4, 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	separate contract	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Worked on semifinal estimate. We will submit same the fore part of next week.

Fred
To Salem
Soon
E

Walker will watch
Dave final mix completion
JLK

NOTED

CONSTRUCTION DIVISION
RECEIVED
OCT 24 1960
NOTED.. 14 15
OE AGE ASE GOE

Signed Walter Duffy

Address 214 Laboratory Building, Salem.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.78	detours only		detours only	
Miles partially completed					
Miles completed	9.78	All		All	
Total estimated quantities (contract)	973,200 cy	29,100 ton			
Total quantities corrected to date	~~1,007,424.8~~ ~~1,025,000~~	34,015.36 ton ~~33~~			
Estimated quantities moved or placed to date	1,007,424.8	34,015.36 ton			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 22 1960
FOR FILING
5-220 (12)
5-249 (6)
5249

August 22, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to C. R. O'Neil a portion of the funds heretofore retained by the Commission on contract #5249 for grading the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Secondary Highway in Marion County.

This payment, in the amount of $43,047.12, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $21,449.23. The present payment will be released on or after September 1, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED
AUG 11 1960
FOR FILING

S-220 (12)
S-265 (6)
5249

August 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 3, 1960, on Contract No. 5249, Lancaster Drive-Sublimity Gun Club Section, in Marion County, in connection with Federal Aid Project Nos. S-220(12) and S-265(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JA:bb

cc: Clarence G. Swenson

RECEIVED
JUL 12 1960
FOR FILING

July 11, 1960

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Mr. O'Neil:

Reference is made to your phone call, as of this morning, concerning payroll affidavits for Contract No. 5249, the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway.

This is a federal-aid secondary project, and the quarterly report on Form PR 110 is not required. The filing of a weekly affidavit as to wages paid in conformance with the federal "Anti-Kickback" Act is required. The requirement for this affidavit is on page one of the colored supplement in the special provisions of the job. The Form PR 100A has been changed to what I think is PR 808.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Arthur Duffy

RLP:sw

RECEIVED
NOV - 6 1959
FOR FILING

November 5, 1959

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Sir:

The State Highway Commission at its meeting held on November 5, 1959, had under discussion your request for an extension of time from 80 days to 105 workdays within which to complete your contract #5249 for grading the Lancaster Drive-Sublimity Gun Club Section on the North Santiam Secondary Highway in Marion County.

We are pleased to inform you that the Highway Commission granted you 25 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
cc: J. D. Walker
Arthur Duffy
Tom Edwards

RECEIVED
1959
FOR FILING

October 1, 1959

Request for extension of time
No. 1
November 5 and 6 meeting

[illegible] State Highway Commission

Gentlemen:

We are in receipt of L. R. O'Neill's request for increase in number of workdays in which to complete the construction contract for the Lancaster Drive-Pueblito Cr. Club Section of the North Antisa Highway, Contract No. 5249.

After bids were taken on this project, an equipment operators' strike of some five weeks' duration occurred. This strike took place in the very best part of the construction season. It forced the contractor to operate in less favorable weather but still technically requiring the count of workdays on the contractor.

In addition to this there was considerable delay experienced in reaching a railroad crossing agreement with the Southern Pacific Company which further delayed the contractor.

In view of the above, it is recommended that the workdays be increased from 90 to 105 within which to complete the contract, without the assessment of liquidated damages.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp mo

cc Mr. Tom Edwards

RECEIVED
NOV - 2 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1959

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

SUBJECT: Lancaster Drive-Sublimity Gun Club Section
North Santiam Highway
Contract No. 5249

We are in receipt of a Contractor's Request for Increase in Number of Workdays in which to complete the subject named contract. The contractor has requested an additional 25 days in which to do this work without assessment of liquidated damages. Although none of the reasons given by the contractor in justification of his request are technically allowable under our Special Provisions, it is thought that in the aggregate they certainly comprise justification. Following, I set forth justification which I think should be considered:

1. A five-week strike of equipment operators occurred after taking bids for this project thus preventing the contractor of availing himself of the most favorable part of a construction season. This resulted in his being charged workdays in technical compliance with the contract provisions which were not as good for construction as the work period that was lost.

2. There was considerable confusion regarding whose responsibility it was to provide for the crossing of the Southern Pacific Railroad. This led to delay to the contractor during a favorable work period.

3. There was a small increase in quantities. However, these are not sufficient to justify by themselves more than two days time.

In view of the above, it is recommended that the Highway Commission be requested to extend the number of workdays without penalty from 80 to 105 within which to complete this contract. I am submitting herewith for your approval a rough draft of a letter to the Commission to this effect.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

FORM E-90 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1959

SUBJECT: Lancaster Drive-Sublimity Gun Club Section
North Santiam Highway
Contract No. 5249

To: Mr. Tom Edwards
Construction Engineer
D e p a r t m e n t

Herewith "Contractors Request for Increase in Number of Workdays to Complete Construction Contract" on the subject contract together with a letter from the contractor regarding said proposed extension and a letter from the Resident Engineer further explaining the conditions mentioned in the contractor's letter.

This office would like to see the granting of an extension to the contractor on this project but can see no legal right for approving one. The contractor has been very diligent in the pursuance of his work but none of the reasons mentioned in his letter will qualify under the terms of the contract as a reason for extension of time.

The changing of the plans, which is mentioned in the letter, increased the quantities approximately 1.5 per cent, which is not sufficient to justify an increase in time. The delay due to the crossing of the railroad, as mentioned in the contractor's letter, was not a delay in the actual construction, as the contractor was working through this entire period although it did cause him some inconvenience. The principal reason for the overrun of time on this contract is the high moisture content in the materials he removed. This is a natural condition not due to inclement weather. The materials in most of the cuts have remained wet throughout the entire construction season, which has definitely slowed the production on the project, but as it is a natural condition not due to any unusual conditions, do not believe it justification for recommending an extension of time.

This office therefore recommends that this request be denied.

J. D. Walker
Division Engineer

By R. D. Asburry
R. D. Asburry
Assistant Division Engineer

CONSTRUCTION DIVISION
RECEIVED
SEP 25 1959

RDA:AM

NOTED-- ☐ CE ☐ AOE ☐ ACE ☐ ☐ COE

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1959

SUBJECT: Request for Time Extension
Contract No. 5249
Lancaster Dr. - Sublimity Gun Club

To:

Mr. J. D. Walker
Division Engineer
O F F I C E

Herewith, five copies of contractor's request for increase in number of workdays to complete construction contract.

The contractor started work on June 16, 1958; the contract was awarded on July 25, 1958. Strike action by the Operating Engineers stopped work on the project on July 10, 1958. The strike ended, unofficially, on August 14, 1958, at which time the work was immediately resumed with a partial crew. Although work days were not charged during the strike, the best construction weather of the year was lost. The delay projected grading operations through the 1958-1959 rainy season and resulting high water table conditions. This restricted production through the shallow earthwork sections which comprise a substantial part of the project.

The contractor's reference to changes in typical sections and increase in quantities could include (a) the revised grade, and exit and entrance ramps of the Waldo Interchange at Sta. 363, (b) the increased depth of roadbed ditches for subgrade stabilization through sections where the grade line is within one to two feet of the water-bearing stratum, (c) the below grade excavation of unsuitable material, amounting to approximately 12,000 cu. yds. While these changes are within the contract provisions and the increase in quantities amounts to only 1½%, the work involved required time.

The high moisture content of the materials has restricted, and continues to restrict, embankment construction. This is reflected in the job compaction tests made by the soils division.

There was a delay of eleven days in construction of the crossing by the railroad company, between August 12, the date the contractor had the material on the ground and August 24, the date the railroad company constructed the crossing.

I feel the contractor has made every reasonable effort to expedite the work, and recommend the request for extension be granted.

Arthur Duffy
Resident Engineer

Sept. 8, 1959

Rte. 2 Box95
Creswell, Oregon.

Subject - Request for Extension of Time

(1) Delay in execution of Railroad Crossing Agreement with the Southern Pacific Railroad Co., and the construction of the crossing, which took from August 3, 1959 to August 24, 1959.

(2) At the time of Bidding the project, I anticipated 30-workdays in which time much would have been accomplished, prior to the award of the Contract. This time was lost due to the Operating Engineers strike, which lasted approximately 6-weeks.

(3) Due to the moisture condition, springs, etc., 80-days is not sufficient amount of time to complete the amount of work involved, in a workman-like manner and get the compaction requirements. Under these conditions, it is my contention, that the time allowed could not have been met with double the amount of equipment I had on the job.

(4) Grade changes in typical sections, and the increase in quantities, are other reasons for requesting extension of time.

COPY

Sept. 8, 1959

Rte. 2 Box95
Creswell, Oregon.

Subject - Request for Extension of Time

(1) Delay in execution of Railroad Crossing Agreement with the Southern Pacific Railroad Co., and the construction of the crossing, which took from August 3, 1959 to August 24, 1959.

(2) At the time of Bidding the project, I anticipated 30-workdays in which time much would have been accomplished, prior to the award of the Contract. This time was lost due to the Operating Engineers strike, which lasted approximately 6-weeks.

(3) Due to the moisture condition, springs, etc., 80-days is not sufficient amount of time to complete the amount of work involved, in a workman-like manner and get the compaction requirements. Under these conditions, it is my contention, that the time allowed could not have been met with double the amount of equipment I had on the job.

(4) Grade changes in typical sections, and the increase in quantities, are other reasons for requesting extension of time.

COPY

C. R. O'NEIL
GENERAL CONTRACTOR
CRESWELL, OREGON

September 8, 1959

ADDRESS REPLY TO

Rt. 2 Box 95

Mr. Arthur Duffy, Resident Engineer
Oregon State Highway Dept.
Room 214 Lab Building
Salem, Oregon

Re: Request for Additional Time
State Contract #5249
Sutlimity-Gun Club Section
North Santiam Highway

Dear Sir:

It is our contention that we should have an extention of 25 workdays on the above project for the following reasons:

1. After approximately 25% of the cut at station 360, was removed in accordance with the contract and plans, the typical section was revised from the standard 88ft. roadway to a width of 136 ft. and additional ½ interchange constructed at approximately station 373.

This additional work amounted to widening the cut, removing the sliver material which was too narrow for efficient operation, refinishing the slopes re-rounding the cutbanks, and other contingent work.

2. Grade Changes: The resident engineer has changed the grades from the plans at several different locations along the project. This is in accordarve with the standard specifications, however, in changing the grades the yardage was effected in such a way that instead of moving the net quantity of 885,000 cubic yards we now will have 963.500 cubic yards from roadway excavations, channel changes, excavations below grade, etc, plus the expected 26,200 cubic yards of borrow excavation. The total general excavation on the project will be about 989,700 cubic yards of 16,200 above the bid quantity. At our present production rate plus the moving time involved this work would justify 6 workdays.

3. Correspondence previously written and dated August 27, 1959, refering to the delays involved with getting permission to make and execute the railroad crossing and related work involved:
As outlined in that letter we feel that a 19 day delay was invoved and proper.

4. The overall geological structure of the material on the project:

THIS LETTER WRITTEN TO RESIDENT ENGINEER BY
C. R. O'NEIL ON SEPT. 8, 1959

[illegible] overburden [illegible] materials, and [illegible] heavy concentration [illegible] the project [illegible] ...ns. At the time work was [illegible] ideal condition [illegible] d [illegible] clearing and drainage [illegible] ...rike in early [illegible] ...rike, [illegible] and [illegible] slack off on some of the [illegible] allow more drying time, consequently [illegible] ...ren and opened until by the time winter [illegible] ...more the half of the project and been [illegible] ...mplete a very small portion. At that time all cuts were beginning to [illegible] ...ater and was far too wet to obtain compaction [illegible] ...full and after the normal winter shut-down the project [illegible] ...% complete and the time limit was 47% gone. [illegible] ...that 5 weeks during July and August were lost [illegible] ...expended maximum effort and that the project was standing 20% behind schedule. This was caused when 100% capacity workdays was, in effect, traded for 40% capacity workdays, because of reasons beyond our control.

The project was then continued this spring and due to the weather conditions [illegible] natural [illegible] of the material itself heavy concentration has not been attempted. At no time during the summer have we been able to work double shift or put more equipment on the project. Had this been attempted the result would have been a poorly constructed roadbed,

yielding to the equipment loads, and most unsatisfactory to both the State Highway Department and the tax payers. This would have subjected the Company to sharp criticism and been against the policy long ago established.

The thought is that because the unusually high percentage of low capacity workdays now past that some consideration should be given the end, that the contractor should not have to suffer liquidation damages for being conscientious and wanting to do good first class work.

C. R. O'NEIL
GENERAL CONTRACTOR
CRESWELL, OREGON

August 27, 1959

ADDRESS REPLY TO
Rte. 2 Box 95
Creswell, Oregon.

Mr. Arthur Duffy
Resident Engineer
Oregon State [illegible]
Salem, Oregon.

Dear Sir:

The following is a list of the events that have happened recently on the Lancaster Drive-In-Limit Gun Club, Contract No. 5249, that we feel will effect the completion date and were not due to our operations.

On August [illegible], 1959 we were ready to begin moving the 30,264-yards of material located at station 50+00 North across the railroad tracks to station 54+64. On that date you were advised of our intention and asked if the necessary insurance and permit had been obtained as set forth under the terms of the contract. You then advised us that nothing had been done about the insurance or permit, but that you would get it started immediately. Because of the extremely short workday allowance and the fact it was most imperitive not to be delayed, we decided to obtain our own Railroad Insurance, permit, furnish the necessary [illegible] the railroad for the crossing, and furnish flagman at our own cost. All of these items were supposed to have been done by either the State Highway Department or the Southern Pacific Railroad Co. The permit and insurance for the crossing was an obligation of the Highway Dept. and should have been obtained at the time of contracting this project. On August 17, 1959 the Southern Pacific Co. advised us that the permit had been approved and that instructions were being relayed to their field forces to furnish the labor incidental to the installation of the crossing. On the afternoon of August 24, 1959 we were advised that if we furnish the flagman for the railroad crossing we could continue with the work we originally intended to start on August 3, 1959.

In as much as the portion of work delayed by the Southern Pacific Co. and the State Highway Dept. is a major part of the work remaining to be done on the Contract, we feel that consideration for a time extension should be given. This time extension should include all 6-day weeks, and portions thereof, between the date August 3, 1959 to August 24, 1959 for a total of 19-days. This time extension should not be considered on a yardage basis or dollar basis as the 19-workday delay mentioned above is for more time than would be required to move the bracketed yardage shown on the plan.

RECEIVED AT OFFICE OF RESIDENT ENGINEER
AUGUST 28, 1959

To clarify this point, if the contractor was delayed 100-days to perform 1-day work the time extension would necessarily be 101-days. Our Salem plant would be expected to move the planned yardage of 30,264-cu. yds. in no more than 4-days. Granted, our equipment did work at other locations on the project, but these other locations were in material that would not handle as good as the material aforementioned because the drying cycle and loading cycle was much shorter, also we were forced to make long unnecessary moves to other sources, bypassing this cut. These moves do cost money and because of their cost we try to keep them to a minimum. Since we were not allowed to work on the project in a manner that best suited our operational plan due to no fault of ours, we do not feel that the expenses incurred should be fully borne by us.

Please give this matter your complete attention and advise us of the decision as soon as possible.

Very Truly yours,

C. R. O'Neil

C. R. O'Neil

Discussed this letter with Mr. O'Neil, Tuesday Sept. 1, 1959 on the job. Gave him necessary forms for request of extension of time.

Rec'd. 8/28/59
A.D.

RECEIVED
AUG 3 - 1959
FOR FILING
(illegible)
(illegible)
5249

July 31, 1959

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 274, covering temporary signing on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County, Contract No. 5249, in connection with Federal Aid Project No. S-220(12), S-265(6).

This work is necessary for the direction and guidance of the traveling public. It will not include the protective warning signs, lights and barricades normally required of the contractor and will not relieve him of his responsibilities regarding same.

The contractor is not equipped to do this work. The State has materials, purchased by competitive bids on the open market, and experienced crews to make and install the signs. The amount is too small to be done by separate contract.

There are several crossings and detours on which signing is necessary. The signs will remain in use until the structures have been completed and paved.

Your approval of this order under the provisions of FPR 23-6.3 is requested.

The total estimated amount of the order is $700.00 with Federal participation of $630.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED
NOV 19 1958
FOR FILING

November 18, 1958

Suburban East Salem Water District
3995 State Street
Salem, Oregon

Gentlemen:

In response to your telephone call of this date, I wish to advise that the M. J. Brasefield Company used 93,000 gallons of water on the Rose Avenue project in Salem. This project is completed.

Mr. C. R. O'Neil of Cresswell, the contractor on the North Santiam Highway project, has used 551,420 gallons to date. This project is not completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

RECEIVED
OCT 21 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1958

SUBJECT:

To: Mr. Tom Edwards
Construction Engineer
Office

In the matter of the inquiry of a Mr. Moritz regarding subdrainage work on the headwaters of Little Pudding River, I inclose a letter from Arthur Duffy, together with a sketch map of the area, in which Mr. Duffy advises that he contacted Moritz and explained the drainage installation. Mr. Duffy also informs me that Mr. Moritz appeared to be convinced that the installation was workable.

J. D. Walker
Division Engineer

JDW:AM
cc Mr. Arthur Duffy

NOTED
FORREST COOPER

RECEIVED
OCT 21 1958
OFFICE OF
ENGINEER

CONSTRUCTION DIVISION
RECEIVED
OCT - 2 1958
NOTED-- CE ACE ACE COE

FORM E-90 25M 9-51 82518

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Room 214, Lab. Bldg., Salem, Oregon

September 2, 1958

To: Mr. J. D. Walker
Division Engineer
O f f i c e

SUBJECT: Mr. John Moritz, Box 92 A, Route 5, Salem, Oregon. Re: Sub-drainage at headwaters of the Little Pudding River

RECEIVED
OCT - 1958

Attention: Mr. R. D. Asburry

In accordance with your verbal instructions of Friday August 29, I contacted Mr. Moritz relative to the subdrainage of the roadway at the headwaters of the Little Pudding River on the Lancaster Drive-Sublimity Gun Club Section, North Santiam Highway, see attached Sheet No. 10 of the project plans.

Mr. Moritz's property and residence is about two miles north-easterly of the above site. Mr. Moritz had viewed the sub-drainage work, then under construction and now almost completed, he questioned the use of metal pipe instead of the clay tile generally used in farm sub-drainage and had assumed the metal pipe to be water tight.

I gave Mr. Moritz the following information: (a) that the metal pipe is perforated and that with its special backfill material it will attract and carry much more water than the common tile installation (b) that the metal pipe is much stronger that the clay or concrete tile (c) that the departments sub-drainage installation will facilitate the flow of underground waters.

Arthur Duffy
Resident Engineer

AD:ad

RECEIVED
OCT 21 1958
FOR FILING
When replying,
refer to 08-35.4

S-220(12)
S-265(6)
5249

October 1, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon projects S-220(12) and S-265(6) Lancaster Dr.-Sublimity Gun Club Section, North Santiam Highway. Order for State Force work dated September 8, 1958, Seeding and Mulching.

Dear Sir:

Reference is made to your letter of September 18, 1958 concerning subject order.

We are approving the use of State Force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

Original to Project

NOTED
FORREST COOPER

RECEIVED
FOR FILING

September 18, 1950

Mr. C. O. Volk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for tate Force Acct No. 224,238 covering seeding and mulching on the Lancaster Drive-Sublimity Run Club Section of the North Santiam Highway in Marion County, Contract No. 5249, in connection with Federal Aid Project Nos. S-225(12) & S-265(6).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order at agreed unit prices under the provisions of FPR 21-6.3 is requested.

The total estimated amount of the order is $6750.00 with federal participation of $4150.00.

Very truly yours,

R. H. Gilliland
State Highway Engineer

By,

Forrest Cooper
Deputy State Highway Engineer

encl.

DBP:maj

RECEIVED

Monthly Transaction No.

ECR FILES

Project Report No. 4

S(6)

5249

For (9-1.. .7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Marion

Project No. S-265(6)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Lancaster Road-Silver Creek Falls Hwy. Jct. - East end S-265(2) to Jct. FAS 127 on State Highway No. 162.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering	4-22-58	———
Rights-of-Way		
Construction	4-22-58	4.703
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 532,786.00	$ 329,700.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By A. H. Miller

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
C. C. Polk
Division Engineer

Date executed by Division Engineer September 3, 1958

USComm-DC 40257

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Public Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Lancaster Road-Silver Creek Falls Highway Junction Section, Project No. S-365(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:lmw

FORM E-123-X 25M 8-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Lancaster Road-Silver Creek Falls Highway Junction Section, Project No. S-265(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

August 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Lancaster Road-Silver Creek Falls Highway Jct. Section, Project No. S-265(6).

Very truly yours,

W. C. Williams
State Highway Engineer

RWC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-265 (6)

LANCASTER ROAD-SILVER CREEK FALLS HIGHWAY JUNCTION

SECTION OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, August 7, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 4,000.00

Type Code 0010
Roadway (Sta. 176+10 to Sta. 428+00)
(Contract No. 5249)

Clearing and Grubbing	All Required	$	$ 13,920.00
Felling Danger Trees	12 sq. ft.	5.00	60.00
Drainage Excavation, Unclassified	5,630 cu. yds.	3.00	16,890.00
Embankment Foundation Excavation, Unclassified	16,000 cu. yds.	0.50	8,000.00
General Excavation, Unclassified	696,440 cu. yds.	0.29	201,967.60
Short Overhaul	2,803,220 yd. sta.	0.0075	21,024.60
Long Overhaul	77,560 C-yd.sta.	0.30	23,268.00
Special Stone Fill	20,000 cu. yds.	1.30	26,000.00
Finishing Roadbed and Slopes	4.72 miles	800.00	3,776.00
Mounting Curbing	12,000 lin. ft.	0.20	2,400.00
18-inch Corrugated Metal Pipe	290 lin. ft.	4.75	1,377.50
36-inch Corrugated Metal Pipe	700 lin. ft.	16.00	11,200.00
60-inch Corrugated Metal Pipe	220 lin. ft.	34.00	7,480.00
72-inch Corrugated Metal Pipe	80 lin. ft.	42.00	3,360.00
12-inch Concrete Pipe	140 lin. ft.	2.50	350.00
18-inch Concrete Pipe	444 lin. ft.	3.75	1,665.00
24-inch Concrete Pipe	960 lin. ft.	6.25	6,000.00
Extra for Pipe Under Pavement	30 only	5.00	150.00
22-inch Arch Type Corrugated Metal Pipe	280 lin. ft.	4.50	1,260.00
29-inch Arch Type Corrugated Metal Pipe	80 lin. ft.	8.50	680.00
43-inch Arch Type Corrugated Metal Pipe	90 lin. ft.	14.75	1,327.50
6-inch Perforated Metal Drain Pipe	4,400 lin. ft.	2.50	11,000.00
8-inch Perforated Metal Drain Pipe	2,300 lin. ft.	2.80	6,440.00
10-inch Perforated Metal Drain Pipe	1,100 lin. ft.	3.50	3,850.00
12-inch Perforated Metal Drain Pipe	4,500 lin. ft.	3.80	17,100.00
Special Backfill in Drains	2,870 cu. yds.	6.00	17,220.00
Class "A" Concrete	110 cu. yds.	55.00	6,050.00
Metal Reinforcement	16,600 lbs.	0.14	2,324.00
Concrete Inlets Type "G"	1 only	150.00	150.00
Type 2 Fence	3,500 rods	4.45	15,575.00
20' x 48" Metal Gates	2 only	100.00	200.00
Coarse Crushed Material in Base	9,840 tons	2.10	20,664.00

3/4" - 0 Material in Base	1,800 tons	$ 2.25	$ 4,050.00
Sprinkling	770 M-Gals.	3.00	2,310.00
Preparation of Base (48%)	All Required		480.00
3/4" - 0 Material in River Gravel	160 tons	3.00	480.00
Furnishing and Placing Aggregates	600 tons	4.00	2,400.00
RC-3 Asphalt	20 tons	47.00	940.00
120-150 Asphalt	60 tons	45.00	2,700.00
Flagging (57½% of Contractor's Cost)	All Required		$466,089.20
Horizontal Drains	All Required		750.00
Slope Seeding	All Required		2,000.00
Slide Removal	All Required		3,375.00
Anticipated Cattle & Equipment Passes	All Required		3,000.00
			5,000.00
	Subtotal		$480,714.20
	10% Engr. & Cont.		48,072.42
	Total		$528,786.62

Length of Roadway	4.703 miles
Length of 5 Structures	0.068 mile (Exceptions)
Total Length	4.771 miles
Cost of Roadway Per Mile	$122,435.81

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 2,400.00	$ 1,600.00
Roadway	528,786.62	327,300.00	201,485.65
	$532,786.62	$329,700.00	$203,085.65

State Funds for Const.: Chapter 175, Laws 1917
Chapter 31, Laws 1930
Chapter 529, Laws 1939

State Funds for Maint.: Chapter 529, Laws 1939

RECEIVED

Monthly Transaction No. 9-20	Fo. 2 (9-1[illegible]) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project Report No. [illegible]	FEDERAL-AID PROJECT AGREEMENT	County Marion
		Project No. S-220(12)

5-276

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Silver Cr. Falls Hwy. Jct. - Sublimity Gun Club Section - Junction FAS 127 to west end S-220(8) on State Highway No. 163.**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	4-22-58	-----
Rights-of-Way		
Construction	4-22-58	5.063
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 309,501.00	$ 191,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By [signature]

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By [signature]
C. G. POLK
Division Engineer

Date executed by Division Engineer **August 26, 1958**

USComm-DC 40257

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Silver Creek Falls Highway Jct.-Sublimity Gun Club Section, Project No. S-220(12).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EJC:mas

August 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Silver Creek Falls Highway Jct.-Sublimity Gun Club Section, Project No. S-220(12).

Very truly yours,

W. C. Williams
State Highway Engineer

EMC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-220(12)

SILVER CREEK FALLS HIGHWAY JUNCTION--SILVERTON CEMETERY SECTION

OF THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 6, 1958

Term Code P. E.

Preliminary Engineering	All Required		$ 4,000.00

Term Code 0010
Roadway (Sta. 128+00 to Sta. 698+00)
(Contract No. 5269)

Clearing and Grubbing (525)	All Required	$	15,000.00
Falling Danger Trees	14 sq. ft.	5.00	70.00
Drainage Excavation, Unclassified	2,270 cu. yds.	3.00	6,810.00
General Excavation, Unclassified	276,760 cu. yds.	0.29	80,260.40
Short Overhaul	1,471,820 yd. sta.	0.0075	11,038.65
Long Overhaul	42,440 C-yd.sta.	0.30	12,732.00
Finishing Roadbed and Slopes	5.06 miles	800.00	4,048.00
Rooting Cutbanks	11,500 lin. ft.	0.20	2,300.00
36-inch Corrugated Metal Pipe	100 lin. ft.	16.00	1,600.00
12-inch Concrete Pipe	360 lin. ft.	2.50	900.00
18-inch Concrete Pipe	1,486 lin. ft.	3.75	5,572.50
24-inch Concrete Pipe	140 lin. ft.	6.25	875.00
36-inch Concrete Pipe	300 lin. ft.	10.50	2,100.00
Extra for Pipe Under Pavement	120 lin. ft.	5.00	600.00
22-inch Arch Type Corrugated Metal Pipe	820 lin. ft.	4.50	3,690.00
29-inch Arch Type Corrugated Metal Pipe	80 lin. ft.	8.50	680.00
72-inch Arch Type Corrugated Metal Pipe	250 lin. ft.	36.75	9,187.50
Class "A" Concrete	210 cu. yds.	55.00	11,550.00
Metal Reinforcement	27,700 lbs.	0.14	3,878.00
Metal Guard Rail	140 lin. ft.	4.00	560.00
Type 2 Fence	4,100 rods	4.45	18,245.00
16' x 48" Metal Ortes	2 only	80.00	160.00
20 x 48" Metal Ortes	6 only	100.00	600.00
Coarse Crushed Material in Base	14,060 tons	2.10	29,526.00
3/4" - 0 Material in Base	3,400 tons	2.25	7,650.00
Sprinkling	870 M-gals.	3.00	2,610.00
Preparation of Base (526)	All Required		520.00
3/4" - 0 Material in Binder Course	260 tons	3.00	780.00
Furnishing and Placing Aggregates	1,130 tons	4.00	4,520.00
RC-3 Asphalt	30 tons	47.00	1,410.00
120-150 Asphalt	90 tons	45.00	4,050.00
			$243,603.05

		$23,603.05
Flagging (57½ of Contractor's Cost)	All Required	750.00
Slope Seeding	All Required	3,875.00
Work by Pacific Power & Light Co.	All Required	900.00
Work by Valley Telephone Co.	All Required	600.00
Work by Southern Pacific Co.	All Required	10,000.00
Horizontal Drains	All Required	1,000.00
Slide Removal	All Required	2,000.00
Anticipated Cattle & Equipment Passes	All Required	15,000.00
	Subtotal	$277,728.90
	10% Engr. & Cont.	27,772.85
	Total	$305,501.35

Length of Roadway	5.063 miles
Length of 3 Structures	0.051 mile (Exceptions)
Total Length	5.114 miles
Cost of Roadway Per Mile	$60,359.98

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 2,400.00	$ 1,600.00
Roadway	305,501.35	189,100.00	116,401.35
	$309,501.35	$191,500.00	$118,001.35

State Funds for Const.: Chapter 175, Laws 1917
Chapter 31, Laws 1933
Chapter 529, Laws 1939

State Funds for Maint.: Chapter 529, Laws 1939

FORM E-123 SM 4-58

RECEIVED
AUG 15 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
ROBERT B. CHESSMAN, MEMBER, ASTORIA
KENNETH N. FRIDLEY, MEMBER, WASCO
H. B. GLAISYER, SECRETARY, SALEM

S. 220 (2)
S. 265 (4)
5249

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 15, 1958

C. R. O'Neil
Rt. 2, Box 95
Creswell, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5249, awarded July 25, 1958, for Grading on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL 31 1958
FOR FILING
S 220(12)
S 265(6)
5249

July 25, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 16, 1958, on Contract No. 5249, Lancaster Drive-Sublimity Gun Club Section, in Marion County, in connection with Federal Aid Project No. S-220(12) S-265(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mas

ING TERMS:

RECEIVED
JUL 23 1958
FOR FILING

July 25, 1958

C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 accepted your proposal for grading on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County for the sum of $709,692.25 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded the contract to you in conformity with the Commission's authorization. This project has been assigned Contract No. 5249.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

lle

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

1206 (4-55)

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired, otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS	CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 25, 1956

C. R. O'Neil Company
Creswell
Oregon

Gentlemen:

Contract for Lancaster Drive-Sublimity Gun Club Section of North Santiam Highway, Marion County for which you submitted low bid on May 29, 1956 awarded you today.

Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting (5003-900)
C. W. Head
Files

RECEIVED
JUN 24 1958
FOR FILING

June 24, 1948

Mr. Harry R. Swanson, Jr.
Executive Assistant
Executive Department
207 State Capitol
Salem, Oregon

Dear Mr. Swanson:

I return herewith the letter addressed to Governor Holmes by Mr. Thomas S. Johns in which a portion of the letter refers to the acquisition of certain rights of way on the Santiam Highway. I must advise that this matter is still under negotiation but there is a considerable difference of opinion as to the value of the property taken and the amount of damage to the remaining portion. It is hoped that this can be worked out without the necessity of condemnation procedures.

I have prepared and enclose herewith a draft of a suggested letter for the Governor's reply.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
Encl.
cc Mr. Forrest Cooper

(Draft of suggested letter for signature of Governor Holmes)

Mr. Thomas S. Johns
803 N. W. Despain Avenue
Pendleton, Oregon

Dear Mr. Johns:

I have conferred with the State Highway Department relative to the Usona Thiessen property that is affected by the new location of the North Santiam Highway.

They advise that this section of the highway is to be built as a freeway with access at interchanges only. They realize that the property will be damaged and expect to reimburse the owner for damages to the area not taken for right of way as well as for the property actually taken.

I am told that negotiations are under way between the attorney for the property owner and the Highway Department. If an agreement can be reached as to the fair price for the land taken and the damage to the remainder of the property, the matter can be cleared up in the immediate future. If agreement cannot be reached, the value will be set by a jury and I am sure the property owner will be fairly treated.

I appreciate your interest in the matter and thank you for calling it to my attention.

Very truly yours,

GSP:fn

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1958

SUBJECT: File No. 22226 - Usona Thiessen
North Santiam Highway
Marion County

To: Mr. G. S. Paxson
Ass't. State Highway Engineer
O F F I C E

Reference is made to your request for the facts on the above right of way transaction, so that a reply may be drafted for the Governor's signature.

The above acquisition is on the Lancaster-Sublimity Gun Club Section, and consists of a proposed acquisition of 21.7 acres, from a 200-acre tract. The land is steep, and some of it is suitable for pasture, and except for the area along one side, is inaccessible except by foot. Our taking isolates 65 acres, which will be without any means of ingress and egress. Substantial damage has been alloted against this area. Our idea of value is in the $7,000.00 to $7,500.00 range, which includes not only compensation for the land acquired, but also damages to the remainder.

This particular section of the North Santiam Highway is to be constructed as a complete freeway, upon instructions from Mr. Cooper; hence, it will not be possible to permit access to any of Mrs. Thiessen's remaining property. I believe that Mrs. Thiessen is represented by an attorney, and that her interests will be properly protected. However, we are in substantial disagreement as to the value of the taking.

R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)

TELEPHONE CR 6-0738

THOMAS S. JOHNS
REALTOR
605 N. W. DESPAIN AVENUE
PENDLETON, OREGON

June 10, 1958

Hon. Robert D. Holmes,
Governor,
Executive Department,
Salem, Oregon.

Dear Governor Holmes:

Your letter of June 5th was in my mail box upon my return from Salem.

I thank you for giving me a little of your time Sunday at 12:30 P.M., to discuss Les Josslin for Judge Brand's position when he vacates his office. As I stated to you, I consider Les very well equipped for the position, and he is as you know very well known around the State. I think you have nearly all the pertinent facts about him.

It will be very much appreciated if you will check into the Usona Thiessen land which is desired by the Highway Commission for the North Santiam section at what is known as station #320 taking out what amounts to 21 acres plus. She will settle, if an access for residential development only is given by the Highway Department, for $15,000.00. If an access is not given for the purpose stated, then she will have to pay an estimated $12,000.00 more or less to put in a road to the cloverleaf and go out to the West of her property. The other alternative is to put in a road to the East and North of her isolated property, amounting to 65 acres on the north side of the proposed highway, and this will cost an estimated $18,000.00 according to a road contractor. If she has to go to all this expense, then she will have to ask $30,-000.00.

As I have stated to you, I have been working on this property for development purposes since 1953 but because we did not know exactly how the new highway was going to go in we had to wait until things were definitely settled -- rumor being what it was at that time. It takes money to do anything these days, whether for roads, residential developments, highways or political campaigns. I hope the Highway Department will deal fairly with this problem.

Sincerely,

/s/ Tom

Thomas S. Johns

RECEIVED
JUN 24 1958
FOR FILING

S-220 (...
S-215 (...
2.07

June 23, 1958

C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Mr. O'Neil:

The State Highway Commission on June 19, 1958 accepted your bid in the amount of $709,692.25 for grading on the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway in Marion County, which was the low bid received for that job on May 29, 1958. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

FORM E 1(3)X 12,500 4-58

RECEIVED
JUN 4 1958
FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

S-220 (12)
Lancaster
5249

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 4, 1958

Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power & Light Company
Power Line Adjustments
Lancaster Dr.-Sublimity Gun Club
North Santiam Highway
Marion County

Gentlemen:

Bids on the above titled project were received on May 29, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

These adjustments are as follows:

A line crossing the new highway near Station 438 must be adjusted. The existing line is on State right of way under the terms of Permit No. 707, dated September 18, 1935.

A line crossing the new highway near Station 557 must be adjusted. The existing line is on county road right of way.

A line crossing the new highway near Station 616 must be adjusted. The existing line is on county right of way.

A service line crossing the new highway near Station 622 must be adjusted. This line was constructed on private property as part of the service agreement.

As to the first three items which are located on public right of way, it will be your obligation to make the adjustments without reimbursement.

It will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustment near Station 622 under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. Arthur Duffy, Salem, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker
Mr. Arthur Duffy
Mr. F. W. Farrar

FORM E 123X 12,500 4-58

RECEIVED
JUN 1 1958
FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

X-220(12)
X-225(1)
Sa47

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 4, 1958

Valley Telephone Co.
106 West Main Street
Silverton, Oregon

Re: Valley Telephone Co.
Telephone Line Adjustments
Lancaster Dr.-Sublimity Gun Club
North Santiam Highway
Marion County

Gentlemen:

Bids on the above titled project were received on May 29, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustments to be made are as follows:

A service line crossing the new highway near Station 494 must be adjusted. This line was constructed on private property, apparently without written easement.

A line crossing the new highway near Station 558 must be adjusted. The existing line is on county right of way.

A line crossing the new highway near Station 617 must be adjusted. The existing line is on county right of way.

A service line, consisting of contacts on power poles, crossing the highway near Station 622 must be adjusted. The power poles are on private property.

A line crossing the new highway near Station 695 must be adjusted. The existing line is on State right of way, apparently without permit.

As to the facilities which are located on public highway right of way, it will be your obligation to make the adjustments without reimbursement.

It will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustments at Stations 494 and 622 under Federal regulations.

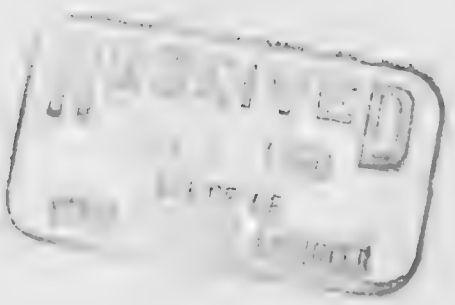
In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. Arthur Duffy, Salem, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. J. D. Walker
Mr. Arthur Duffy
Mr. F. W. Farrar



FORM E 123X 12,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

RECEIVED
JUN 11 1958
FOR FILING

S-220(12)
I-215(6)
5249

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 4, 1958

Pacific Telephone & Telegraph Co.
509 S. W. Oak
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustments
Lancaster Dr.-Sublimity Gun Club
North Santiam Highway
Marion County

Gentlemen:

Bids on the above titled project were received on May 29, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as promptly as possible.

The adjustments to be made are as follows:

A line crossing the new highway near Station 187+50 must be adjusted. This line is on State right of way under terms of Permit No. 3343, dated May 11, 1950.

A line consisting of contacts on power poles crossing the new highway near Station 299 must be adjusted. The power poles are on county right of way.

A line consisting of contacts on power poles crossing the new highway near Station 372+50 must be adjusted. The power poles are on county right of way.

A service line on a power pole located left of Station 398 must be removed. The power pole is located on county right of way.

A line crossing the new highway near Station 439 must be adjusted. This line is on State right of way under the terms of Permit No. 3990, dated October 24, 1952.

A line crossing the new highway near Station 694+50 must be adjusted. This line is on State right of way under the terms of Permit No. 3561, dated March 16, 1951.

In view of the fact that these facilities are all on public right of way, it will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. Arthur Duffy, Salem, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. Tom Edwards
Mr. Arthur Duffy
Mr. F. W. Farrar

FORM E 123X 12,500 4-58

RECEIVED
JUN 5 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

A-220(12)
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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 4, 1958

Portland General Electric Co.
Electric Building
Portland 5, Oregon

Re: Portland General Electric Co.
Power Line Adjustments
Lancaster Dr.-Sublimity Gun Club
North Santiam Highway
Marion County

Gentlemen:

Bids on the above titled project were received on May 29, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as promptly as possible.

The adjustments involve work at the following locations:

A line crossing the new highway near Station 186+50 must be adjusted. This line is on existing highway right of way, apparently without permit.

A line crossing the new highway near Station 299 must be adjusted. This line is on county road right of way.

A line crossing the new highway near Station 372+50 must be adjusted. This line is on county road right of way.

A service line ending left of Station 398 must be removed. This line is on county road right of way.

In view of the fact that these facilities are all on public right of way, it will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. Arthur Duffy, Salem, who is resident engineer on the project.

Very truly yours,

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young, Mr. J. D. Walker, Mr. Arthur Duffy & Mr. F. W. Farrar

J. W. DeSOUZA
Assistant Counsel

RECEIVED
JUN 3 - 1958
FOR FILING

A-220(12)
A-265(6)
<249

June 2, 1958

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing for the records and files of Marion County a fully executed copy of a throughway agreement between the State Highway Commission and Marion County covering the Lancaster Drive-Sublimity Gun Club section of the North Santiam Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

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Salem, Oregon
June 2, 1958

MISC. CONTRACTS and AGREEMENTS No. 1922

Throughway Agreement
Lancaster Drive-Sublimity Gun Club Sec.
North Santiam Highway
Marion County

Mr. C. C. Swenson
City & County Relations Dept.,Engr.
O f f i c e

Attached is a conformed copy of a throughway agreement with Marion County covering the Lancaster Drive-Sublimity Gun Club section of the North Santiam Highway in Marion County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Marion County.

Secretary

rn
Attach: 1

FORM E-80 BOM 8-57—6503

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1958

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Throughway Agreement
Lancaster Drive-Sublimity Gun Club Section
North Santiam Highway
Marion County

Attached are three copies of a throughway agreement covering the Lancaster Drive-Sublimity Gun Club Section of the North Santiam Highway.

Two of the copies have been signed by Marion County and are ready to be presented to the Highway Commission. These two copies need your signature of approval.

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date May 27, 1958

AUTHORIZED BY HIGHWAY COMM.
DATE Bids to be received for grading this
W.B. Beaver Section May 29

RECEIVED
MAY 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1958

SUBJECT: Throughway Agreement
Lancaster Drive-Sublimity Gun
Club Section of the North
Santiam Highway No. 162 in
Marion County

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are six copies of the above named revised throughway agreement as per the request of Mr. John Graham as of April 30, 1958.

I assume that County and City Relations will provide revised maps for these agreements.

Frank C. McKinney

FRANK C. McKINNEY
Chief, Office Section

FCM:mmb
Attachments
cc: L. I. Lindas

RECEIVED
MAY 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

FORM E-DOX—6011—11-58—30125

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1958

SUBJECT: Erosion Control Estimates
Lancaster Drive-Sublimity Gun Club Unit

To: Mr. Tom Edwards
Construction Engineer
B u i l d i n g

The engineer's estimate on the subject job included an item of $3,000 for erosion control. We are unable to check these figures as our computation of the cut and fill slopes, including the interchange areas, totals 50 acres.

It is, therefore, requested that the estimate be raised to $7750, broken down as follows:

Seeding 50 acres @ $40/acre	$ 2,000
Mulching 38 acres @ $125/acre	4,750
Refertilizing 50 acres @ $20/acre ...	1,000
	$7,750.

Please return the attached computations.

Mark H. Astrup
Landscape Engineer

MHA vjl

cc Mr. Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
FEB 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

15-1063 Emigrant Reservoir Sec. 1958
of the Green Springs Hwy.
#5250

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RECEIVED
MAY 26 1960
FOR FILING
15-1063
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May 26, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to Babler Bros., Inc., on contract #5250 for grading-oiling-structure on the Emigrant Reservoir Section of the Green Springs Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $388,386.02, including the post-final payment of $6,800.00. Of the total, $3,340.31 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

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MAY 1960
FOR FILING
15-1063
5250

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1960

To: Mr. Forrest Cooper
Deputy State Highway Engineer
B U I L D I N G

SUBJECT: Price Agreement No. 10
Emigrant Reservoir Section
Green Springs Highway
Contract No. 5250

On completion of the Emigrant Reservoir project on the Green Springs Highway, the contractor submitted an extra work claim in the amount of $45,000+ covering the excess cost of handling selected subgrade material.

Two meetings of the contractor's personnel and the Division's engineering personnel were held and two job inspections were made. On the basis of these inspections it was determined that the material specified as selected subgrade material did not conform in character to the normal conception of this type of material. The formations were in general sandstone, which broke in sizes much to large to be incorporated in an 18-inch lift. The contractor was forced to do much sorting and re-handling of the material in order to achieve the desired result. Many of the larger stones could not be sorted and were placed on the embankments and had to be pushed over the side and buried to be properly disposed of. There were no actual measurement records of the amount of material that had to be sorted. There was an actual record of the amount of material placed and the sources from which it was taken.

By reducing the opinions of the contractor's people and our people to averages, it was determined that approximately 17,000 yards of material had to be sorted and re-handled to complete this work. The contractor has agreed to accept as final settlement a payment of $0.40 per cubic yard for this 17,000 yards.

In view of the fact that this selection of material was difficult and certainly could not be foreseen by the contractor in preparing his bid, I recommend that the settlement be approved.

Tom Edwards
Construction Engineer

TE:jw

Attach.

RECEIVED
APR 29 1960
FOR FILING

15-106
5250

April 29, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to Babler Bros. Inc., on contract #5250 for grading-oiling-structure on the Emigrant Reservoir Section of the Green Springs Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $381,586.02, including the post-final payment of $1,958.45. Of the total, $3,340.31 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

RECEIVED

NOTED
W. C. WILLIAMS

April 15, 1960

FINAL COST ANALYSIS
Grading, Oiling & Structure
Contractor: Babler Bros.
Resident Engineer: J.C. McCormick

Emigrant Reservoir
Contract No. 5250

Green Springs Hwy.
Prefix 15-1063-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	40,000.00	6,165.20	6,165.20	40,000.00
Drainage Excav., Unclass.	3,258.52	Cu. Yd.	2.00	1.23	4,000.42	6,517.04
General Excav., Unclass.	310,985.1	Cu. Yd.	0.34	0.66	207,003.03	105,734.93
Short Overhaul	859,762	Yd. Sta.	0.01	0.019	16,807.75	8,597.62
Long Overhaul	15,797.7	C-Yd. Sta.	0.40	0.78	12,352.36	6,319.08
Finish R.B. & Slopes	4.52	Mile	500.00	1,906.50	8,617.48	2,260.00
Rounding Cutbanks	5,225	Lin. Ft.	0.15	0.077	402.52	783.75
18" Corr. Metal Pipe	367	Lin. Ft.	4.40	3.43	1,259.75	1,614.80
60" Corr. Metal Pipe	70	Lin. Ft.	32.50	26.22	1,835.80	2,275.00
12" Corr. Metal Siphon Pipe	178	Lin. Ft.	8.00	4.85	862.31	1,424.00
12" Concrete Pipe	909	Lin. Ft.	2.40	1.45	1,313.62	2,181.60
18" Concrete Pipe	1,764	Lin. Ft.	4.30	2.83	5,007.96	7,585.20
24" Concrete Pipe	180	Lin. Ft.	7.00	4.79	866.86	1,260.00
36" Concrete Pipe	69	Lin. Ft.	11.00	7.02	484.98	759.00
42" Concrete Pipe	99	Lin. Ft.	14.00	9.82	972.30	1,386.00
48" Concrete Pipe	78	Lin. Ft.	16.50	15.14	1,180.80	1,287.00
8" Perf. Mtl. Dr. Pipe, Untd.	1,064	Lin. Ft.	2.00	1.50	1,605.17	2,128.00
Special Backfill	137.17	Cu. Yd.	6.00	5.28	725.10	823.02
144" Struct. Plate Pipe	82	Lin. Ft.	90.00	77.11	6,322.93	7,380.00
***Cl. A Concrete in Box Culv.	18.54	Cu. Yd.	55.00	58.00	1,075.32	1,019.70
***Metal Reinf. in Box Culvert	2,019	Lb.	0.14	0.14	282.66	282.66
*Metal Guard Rail	6,615	Lin. Ft.	2.70	2.39	15,809.85	17,860.50

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Metal Sight Posts, Dbl. Reflec.	334	Each	4.00	4.25	1,419.50	1,336.00
Coarse Cr. Mat'l in Base	32,800	Ton	1.60	1.49	49,072.98	52,480.00
3/4"-0 Mat'l in Base	7,739.9	Ton	1.70	1.66	12,907.51	13,157.83
**Sprinkling	2,616.5	M-Gal.	2.50	2.37	6,219.22	6,541.25
Preparation of Base	4.52	Mile	300.00	306.44	1,385.12	1,356.00
**3/4"-0 Mat'l in Binder Crse	1,104.7	Ton	2.40	2.29	2,530.18	2,651.28
**Furnish & Place Aggregate	3,884.82	Ton	2.55	2.20	8,541.17	9,906.29
RC-3 Asphalt	83.33	Ton	48.00	41.60	3,466.47	3,999.84
120-150 Asphalt	186.86	Ton	48.00	38.08	7,117.16	8,969.28
RS-1 Asphalt	65.34	Ton	50.00	39.83	2,602.99	3,267.00
Structural Excavation	51.4	Cu. Yd.	6.00	12.13	623.90	308.40
Struct. Excav. below elev. shown	1.27	Cu. Yd.	20.00	73.26	93.05	25.40
***Furnish Steel Piling	100	Lin. Ft.	5.10	6.25	625.00	510.00
***Drive Steel Piling	4	Each	90.00	80.00	320.00	360.00
***Class A Concrete	188.18	Cu. Yd.	67.00	65.00	12,231.70	12,608.06
***Metal Reinforcement	40,757	Lb.	0.14	0.14	5,705.98	5,705.98
***8" Metal Dr. Pipe	42	Lin. Ft.	3.00	4.00	168.00	126.00
PA#1 Concrete Siphon Boxes	2	Each	125.00	80.00	160.00	250.00
PA#3 Slope Protection	4,214.3	Cu. Yd.	0.27	0.53	2,224.43	1,137.86
PA#3 Loose Riprap	2,652.6	Cu. Yd.	0.27	0.53	1,400.13	716.20
PA#4 General Excav.	9,140.4	Cu. Yd.	0.34	0.66	6,075.42	3,107.74
PA#4 Short Overhaul	3,780	Yd. Sta.	0.01	0.019	73.89	37.80
PA#4 Long Overhaul	29.7	C-Yd. Sta.	0.40	0.78	23.21	11.88
**PA#5 Coarse Cr. Mat'l	16,595.91	Ton	1.60	1.49	24,829.60	26,553.46

Final Cost Analysis - Contract No. 5250
Emigrant Reservoir, Green Springs Hwy.

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***PA#6 Concrete footings & columns w/hinges	100%	All	116.25	116.25	116.25	116.25
***PA#7 Cement Adj. favor Contr.	3.28	Bbl.	4.30	4.30	14.10	14.10
**PA#8 1-1/2"-3/4" Cr. Rock in S.P.	435.42	Cu. Yd.	1.75	1.67	726.14	761.99
**PA#8 3/4"-1/2" Cr. Rock in S.P.	108.84	Cu. Yd.	1.75	1.67	181.53	190.47
**PA#8 1/2"-1/4" Cr. Rock in S.P.	344.0	Cu. Yd.	1.75	1.67	573.66	602.00
Force Account					3,211.66	3,340.31
					449,595.12	379,627.57

Gross Revenue	$ 379,627.57
Total cost	449,595.12
Net Loss	$ 69,967.55

Net Loss equals 18.4% of Gross Revenue

* Work done all or in part by J. C. Denton
** Work done all or in part by M. C. Lininger & Sons
*** Work done all or in part by Salter and Klein

Remarks - Contract No. 5250

This was a "State Project" located on the Green Springs Highway in Jackson County. The westerly end of the project was 0.06 mile westerly of the junction of the existing Green Springs Highway with the Neil Creek County Road about 4.4 miles southeasterly of the city of Ashland. The easterly end of the project was approximately 8.46 miles southeasterly from the city of Ashland. The overall length of the project was 4.54 miles.

The work to be done under this contract consisted of the construction of one reinforced concrete bridge; one reinforced concrete box culvert extension; the construction of 4.52 miles of highway roadbed; the construction of 4.52 miles of stone base and shoulders; and the performance of such additional and incidental work as called for in the plans and specifications.

The project was bid by Babler Bros., June 17, 1958 and was awarded to them on July 29, 1958. The contractor began work August 19, 1958 and completed the project July 23, 1959. The final estimate was dated October 1, 1959. The contractor did not make his costs available to this office until April 11, 1960.

On August 19, 1958 the contractor began clearing on the project. In this work he used two D-8 caterpillar tractors and a crew of five men. The clearing, consisting of small oak trees and light brush, progressed rapidly and was completed on October 8, 1958 except for a small amount of burning which was done later. This item shows an exceedingly large profit as the contractor must have had part of his grading prices in this item.

On September 2, 1958 the contractor began his grading operation. In this work he used four Euclid Model 23 TDT scrapers, a TD-24 tractor with bulldozer and ripper, two D-8 tractors with bulldozers, a #12 caterpillar motor grader, two 365 compressors, one wagon drill, one airtrack drill, a 3/4-cubic yard shovel with a backhoe attachment, and such other necessary grading equipment. The material excavated consisted of both common material and solid rock which had to be drilled and shot. The contractor having a very low bid price on the excavation work shows a large loss on this item.

On April 1, 1959, M.C. Lininger & Sons, subcontractors on the furnishing and placing of the base aggregates, began placing this material. This material was produced from a private source located approximately 0.3 mile easterly of the east end of the project and about one mile southerly of the highway. In this work he used a 3-crusher crushing plant, three 16-cubic yard truck trains, and two 10-cubic yard trucks to haul the material, a #12 caterpillar power grader, a 3-leg 10-ton roller, 13-wheel wobbly roller pulled with a Fordson tractor and a 2,500 gallon water wagon to process the material. They completed this work on July 17, 1959.

Remarks Cont'd - Contract No. 5250

The contractor placed the binder course on June 18, and 19, 1959.

One June 21, 1959 the contractor began placing the 0-11 wearing surface. In this work an athney loader, four 10-cubic yard trucks, two 16-cubic yard truck trains, a #12 power grader, a 3-leg roller and a distributor were used. The placing of the wearing surface was completed on June 29, 1959.

On July 1, 1959, J.C. Denton, Subcontractor on guard rail, moved in and began installing the rail. He used a crew of five men, a flatbed truck, a truck mounted auger and a pickup truck. This work was completed on July 23, 1959. This completed the project except for some clean up which was done the following week.

The contractor, having very low bid prices on the excavating items, equipment not entirely suitable for excavating the material encountered, and no apparent concise plan of operation, suffered a large loss.

M.N. Juve
Chief Cost Analyst

by

F.W. Sugnet

RECEIVED
APR - 1 1960
FOR FILING
15-1063
3250

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1960

SUBJECT: Emigrant Reservoir Section
Green Springs Highway

To: MEMO TO THE FILES

A meeting was held on March 29 in Tom Edwards' office with the following people present: Messrs. Lloyd Babler, Bill Arenz and Jack Arens representing the Babler Brothers Construction Company, and Messrs. Tom Edwards, Frank Morgan, Lloyd Chandler, Jack McCormick and Fred Klaboe representing the State Highway Department. The purpose of the meeting was to attempt to resolve a claim, in the amount of $45,977.13 for additional costs incurred in connection with the placing of selected subgrade materials.

The $45,977.13 claimed by the Babler Brothers consists of the following portions all relating to the placing of selected subgrade materials:

1. Excess costs incurred due to the required sorting of large material from the selected material eventually used and excess costs for breaking down large rock so that it could be incorporated in the 18-inch selected subgrade lift.

2. Excess costs incurred in the clean up operation due to slope trimming required on the 18-inch selected subgrade material and for burying and otherwise disposing of large rock pushed over the side during the placing of the selected subgrade material.

3. Excess costs incurred on the approximate 5,500 cubic yards overrun of selected subgrade material.

Each member on both sides was given an opportunity to express his opinion on the various phases. The State Highway Department Division representatives adamantly maintained that there was no more sorting required than would be normally expected of the contractor and that it was their opinion that no additional compensation was indicated.

The members of the Babler organization were equally as adamant in their opinion that excessive sorting and other work was required of them in connection with the placing of the selected subgrade material.

Mr. Edwards, who conducted the meeting throughout, stated that he had never viewed the job during its progress and that he desired to make a close inspection of the finished product and the cut areas from which the selected subgrade material was removed in order to make authoritive recommendations for the eventual settlement of said claim. He has schedule this ground inspection for either the 6th or 7th of April of this year. After said meeting, another meeting with the Babler Brothers will be held.

At the end of the discussion concerning the selected subgrade material, the item of extra compensation for drainage excavation in connection with a perforated pipe instlallation not shown on the plans was discussed. The Babler Brothers claimed that they should receive some $16.50 per cubic yard extra for the 150 cubic yards of excavation involved. Our Resident Engineer's records verify excess costs in the neighborhood of $13 per cubic yard. The Babler Brothers agreed to settle this claim on the basis of $13 per cubic yard for the approximately 150 cubic yards involved.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
F. D. Morgan

PLEASE RETURN TO
FORREST COOPER

BABLER BROS., INC.

GENERAL CONTRACTORS

4617 S. E. MILWAUKIE AVE.
PHONE EAST 8677
PORTLAND 2, OREGON

LLOYD BABLER
PRESIDENT
RICHARD BABLER
VICE PRESIDENT
JAS. A. POLLOCK
SECRETARY-TREASURER

March 10, 1960

REFERRED TO
Cooper
By State Highway Engineer

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. W. C. Williams
State Highway Engineer

Gentlemen:

Re: Contractor's Claim
Emigrant Reservoir Project
Contract No. 5250

We have received Mr. Forrest Cooper's letter dated March 7, 1960, which has reference to the above-mentioned claim.

We would appreciate an opportunity to personally discuss this claim with you and Mr. Cooper at your earliest convenience.

Very truly yours,

BABLER BROS., INC.

Lloyd Babler, President

LB:rr

Flaher

RECEIVED
MAR 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 8 1960
FOR FILING

15
5250

March 7, 1960

12.1

Mr. Lloyd Babler, President
Babler Bros., Inc.
General Contractors
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Dear Mr. Babler:

We have carefully perused the claim which you have submitted on Oregon State Highway Contract No. 5250, Emigrant Reservoir Section. This claim is summarized in three parts:

Part 1 of the claim consists of the costs incurred in loading, hauling, and placing select subgrade materials in excess of the original bid quantities. Careful investigation does not reveal any basic change in the cross section and we therefore are unable to justify this portion of the claim. We further refer you to Article 2.4.6 of the Standard Specifications which states, "The excavation work and the distribution of the excavated materials shall be so performed that each embankment, each part of each embankment and the backfilling shall be constructed of the particular kind of material ordered by the engineer to be used for it." Article 2.4.13 also bears on this point and we believe it wholly covers the decision of the engineer to take materials from sources other than those shown on the plans.

Part 2 of your claim consists of the costs incurred in the performing of excessive cleanup. It is our opinion that the work involved is covered in the bid item of finishing roadbed and slopes. The amount of work required to complete this item is a thing that is strictly under the control of the contractor. Our position is that if the work is prosecuted in a neat, workmanlike manner very little finishing and cleaning up is required. Conversely, if the work is done in a haphazard manner cost of finishing and cleaning up is excessive.

Part 3 of your claim, as stated in your summary, ". . . consists of the costs incurred on the original bid quantities." We are unable to understand this statement.

We must, in view of the foregoing, reject your claim in full. It is our understanding that the matter of the additional costs of eight-inch perforated drain pipe, as noted in the penultimate paragraph of your letter is or will be adjusted to your satisfaction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. Jack McCormich

TE:jw fn

BABLER BROS., INC.

GENERAL CONTRACTORS

4617 S. E. MILWAUKIE AVE.
PHONE EAst 8677
PORTLAND 2, OREGON

LLOYD BABLER
PRESIDENT
RICHARD BABLER
VICE PRESIDENT
JAS. A. POLLOCK
SECRETARY-TREASURER

December 24, 1959

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. W. C. Williams
State Highway Engineer

Gentlemen:

Re: Contractor's Claim
Emigrant Reservoir Project
Contract No. 5250

The purpose of this letter is to advise and notify you of our claim for additional compensation earned under the above contract and of which the amount specified in the final estimate and voucher was incorrect and insufficient.

The contract plans specifically designate the placement and source of procurement for all select subgrade material to be used on the project. Stations No. 100 and 232 are specifically designated as the two and only sources from which select subgrade material was to be obtained. Also, the volume of select subgrade material contained in each site was designated together with the specific area on which it was to be placed.

In preparing our bid for this contract we relied upon the information contained in the plans, and our bid was based upon the information contained in the plans. However, after we were awarded the contract and during the progress of the work to be performed it was ascertained that there were errors or mistakes in the contract plans relative to select subgrade material.

First, most of the material required to be taken from the designated sites was not suitable as select subgrade material due to the general characteristics of the geological type of rock involved and its usual cubic size. Also, the per cent of recovery of such amounts as may have been deemed suitable material was extremely low or minimal. This situation caused a great amount of extra handling of both suitable and unsuitable material together with much duplication of work and use of equipment. The foregoing constituted changed conditions which was not foreseeable requiring additional and extra work not contemplated by the parties and for which we are entitled to compensation.

NOTED

Secondly, the volume of select subgrade material contained in each of the designated source sites as specified in the contract plans was erroneous in that the volume of suitable material actually recovered was substantially less. Such deficiency constituted a changed condition which was not reasonably foreseeable.

Due to the unsuitable quality and the insufficient quantity as described hereinabove of the material located at the two designated source sites, we were directed by your authorized representatives to procure select subgrade material from other sites selected by you. In order to complete the project, we were directed and required to procure select subgrade material from twelve additional sites. None of these twelve additional sites are designated in the contract plans. The same problems of unsuitability, deficiency in quantity, and per cent of recovery of select subgrade material resulting in extra handling were also encountered in each of the additional twelve sites. By reason of these circumstances we were required to change our work plans and schedule. Also, it necessitated extra handling of material, duplication of work and use of machinery. In performing such work in addition to that definitely called for in the contract plans for the satisfactory completion of the project we are entitled to additional compensation.

In view of all the circumstances mentioned hereinabove, it is our claim that the contract as originally executed was modified and/or amended during the progress of the work when we were directed to procure select subgrade material from source sites different from those specifically designated in the contract plans. The unsuitability and insufficient quantity of suitable material constitutes changed conditions and a material alteration of the details of construction which changed the character of the work and increased the cost thereof. The errors and mistakes contained in the contract plans require correction by reforming the contract to show the true and actual facts existing. All of the foregoing caused extra work and expense for which we are entitled to additional compensation in the sum of $45,977.13, per statement attached.

This claim is made pursuant to all the provisions of our contract and we particularly invite your attention to the following

STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION,
Oregon State Highway Department, dated May 1,1954:

Section 3:
- Paragraph 1.4.1
- Paragraph 1.4.2
- Paragraph 1.4.5
- Paragraph 1.4.6

Section 9:
- Paragraph 1.9.5
- Paragraph 1.9.6
- Paragraph 1.9.7

Section 4:
Paragraph 2.4.5
Paragraph 2.4.6
Paragraph 2.4.13

On November 16, 1959 we submitted for payment, Force Account Statements reflecting the additional cost of 8" Perforated Metal Drain Pipe in the net amount of $2,478.08. This amount is not included in the above claim for select subgrade material.

As soon as you have had an opportunity to review our claim, please let us hear from you. If you should desire any clarification of the matters set forth herein, please advise.

Yours very truly,

BABLER BROS., INC.

By Lloyd Babler
Lloyd Babler, President

LB:do

RECEIVED
DEC 28 1959
OREGON
STATE HIGHWAY COMMISSION

LLOYD BABLER
PRESIDENT
RICHARD BABLER
VICE PRESIDENT
JAS. A. POLLOCK
SECRETARY-TREASURER

BABLER BROS., INC.

GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE.
PHONE EAST 8677
PORTLAND 2, OREGON

December 24, 1959

C L A I M

O.S.H.C. Contract No. 5250
Emigrant Reservoir Section

Part I of claim consists of costs incurred in loading, hauling and placing selected subgrade materials in excess of original bid quantities.

Part II of claim consists of costs incurred in performing excessive cleanup.

Part III of claim consists of costs incurred on the original bid quantities.

Recapitulation of Costs:

Labor Costs		
Parts I & III	$13,129.72	
Part II	3,326.28	
Total Labor Costs		$16,456.00
Equipment Costs		
Parts I & III	$45,744.54	
Part II	4,510.24	50,254.78
Total Costs Incurred		$66,710.78
Contract Estimate Payments:		
46,022 Cubic Yards @ .34	$15,647.48	
198,234 Yd. Sta. @ .01	1,982.34	
7,393.06 C Yd. Sta. @ .40	2,957.20	
Flagging	146.63	
Total Payments		20,733.65
Amount of Claim		$45,977.13

BABLER BROS., INC.
GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE
PORTLAND 2, OREGON

LLOYD BABLER
PRESIDENT
RICHARD BABLER
VICE PRES. & SEC.
JAS. A. POLLOCK
SECRETARY-TREASURER

November 17, 1959

Mr. Jack C. McCormick, Resident Engineer
Oregon State Highway Department
Post Office Box 1122
Medford, Oregon

Re: Emigrant Reservoir Section
Contract No. 5250

Gentlemen:

Additional claims as previously discussed at our last conference will be submitted in the near future.

Very truly yours,

BABLER BROS., INC.

By _____
Lloyd Babler
President

LB:ew

cc: F. D. Morgan

BELMONT 2-8677

PORTLAND 2, OREGON November 16, 19 59

OREGON STATE HIGHWAY DEPARTMENT
Attention: Mr. Jack C. McCormick
P.O. Box 1122, Medford, Oregon

DR. TO **BABLER BROS., INC.**
GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVENUE

STATEMENT

Emigrant Reservoir Section
Contract No. 5250

Drainage Excavation, Installation and Backfilling 8" Perforated Metal Drain Pipe.

Per Force Account Bills Attached.....			$5,730.42
Less Paid on Estimate No. 14, Final:			
Item 2. Drainage Excavation 150.68 C.Y. @ $2.00	$ 301.32		
Item 17. 8" Perf. Metal Drain Pipe 1,064 L.F. @ $2.00	2,128.00		
Item 18. Special Backfill in Drains 137.17 C.Y. @ $6.00	823.02		3,252.34
Balance Due.....			$2,478.08

LLOYD BABLER
PRESIDENT
RICHARD BABLER
VICE PRESIDENT
JAS. A. POLLOCK
SECRETARY-TREASURER

BABLER BROS., INC.

GENERAL CONTRACTORS
4617 S. E. MILWAUKIE AVE
PHONE EAST 8677
PORTLAND 2, OREGON

November 16, 1959

Mr. Jack C. McCormick, Resident Engineer
Oregon State Highway Department
P. O. Box 1122
Medford, Oregon

Dear Mr. McCormick:

Enclosed are the revised Force Account Statements for the 8" Perforated Metal Drain Pipe that we had previously discussed with you.

The total amount of the revised billing is $5,730.42 which is not a great deal less than the original statement, although considerable changes were made. For example, the total hours for the P & H Shovel are now 64½ hours instead of 99½ hours; the D-8 Cat time is now 23 hours instead of 43 hours. There were several additions made, such as the jackhammer; also the Homelite Pump which was used to dispose of the surface water in the ditch.

If you desire, we can show you the time cards to substantiate the time as shown in the statement. If you have any further questions, please let us know.

Very truly yours,

BABLER BROS., INC.

By Lloyd Babler
Lloyd Babler
President

LB:ew

cc: F. D. Morgan
J. M. Arenz

RECEIVED
NOV 23 1959
FOR FILING
15-1063
5250

617

November 19, 1959

U. S. Bureau of Reclamation
Rogue Project Office
P. O. Box 386
Camp White, Oregon

Attention: J. A. Callan, Construction Engineer

Gentlemen:

We enclose in triplicate invoice in amount of $993.74 which covers cost of repairing damage in the vicinity of Milepost 8.7 (Station 225+25) on the Green Springs Highway. This damage was caused by a break in the Talent Irrigation Ditch which occurred on September 6, 1959. Repairs were made on September 8, 9, and 10 by a highway department section maintenance crew.

It is our understanding that you have inspected the repair work, and we trust the enclosed invoice will be found in order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosure

cc Mr. I. A. De France
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. R. F. Lytle

JAP:nno

PLEASE RETURN TO
P.M. STEPHENSON
FOR FILING

FORM E-30 5M4 6-58 12046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1959

SUBJECT: Assignment #617-PMS
Damage to Greens Springs Hwy.
Emigrant Reservoir Section

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer

Attention: Miss Ethel Ruppert

We are attaching a rough draft of a suggested letter to Construction Engineer J. A. Callan to go along with invoice in triplicate covering cost of repairing subject damage. This has been prepared for Mr. Cooper's signature, as you suggested.

Although construction costs of the Emigrant Reservoir Project have already exceeded the $375,000 limit set up by the Bureau, Mr. Callan advised our Grants Pass Maintenance office that he had funds available that his Regional Office was unaware of, and that if we would send this bill of $993.74 to him, he would see that it was taken care of.

We are returning Mr. Stephenson's Record of Assignment herewith.

John A. Phillips
Assistant Maintenance Engineer

JAP:mno

Attachment

cc: Forrest Cooper

FORM E-20 5061 6-58 15046

RECEIVED
NOV -5 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1959

SUBJECT: Request for Land Use Permit or Easement
MP 4.53, Green Springs Hwy.
K. W. Corp

To:

5250

Mr. P. M. Stephenson
Assistant State Highway Engineer

We are attaching hereto copies of a file of correspondence in connection with subject request. Mr. J. A. Callan, Construction Engineer for the Bureau of Reclamation, requests in his letter dated October 26 that we give them permission to grant an easement to K. W. Corp which would permit him to water his cattle from the creek at subject location.

The right of way at this point on the Emigrant Reservoir relocation is being obtained through condemnation. The Bureau believes that the granting of this easement to Mr. Corp would materially help in settlement of the condemnation proceedings.

We suggest that this matter be referred to the Right of Way Division with a request that they contact the Bureau of Reclamation, advising them that we have no objection to their granting this easement to Mr. Corp provided that, when this right of way is finally deeded to the State of Oregon, it contains a stipulation to the effect that if the area included in the easement is no longer needed for the purpose originally requested that said area will revert to the State of Oregon.

John A. Phillips
Assistant Maintenance Engineer

NOTED
P. M. STEPHENSON

JAP:nno

Attachments

cc: Earl F. Seling
F. D. Morgan
R. F. Lytle

APPROVED 11-5-59
P. M. Stephenson
Assistant State Highway Engineer

RECEIVED
NOV - 9 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1959

SUBJECT: Damage to Green Springs Hwy.
Break in Talent Irrigation
Ditch - Emigrant Reservoir
Project

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer

On September 6, 1959, the Talent irrigation ditch broke causing considerable damage to the Green Springs Highway in the vicinity of Station 225+25. This location is within the Emigrant Resevoir Relocation Project. The highway was repaired on September 8, 9, and 10 at a total cost of $993.74.

The agreement between the Bureau of Reclamation and the Highway Department states that the United States shall assume the costs of any unusual and extraordinary maintenance which will occur on the relocated highway over and above the State's usual maintenance cost. However, the obligation of the United States exclusive of the cost of right of way but including the cost of construction, engineering, contingencies, and extraordinary maintenance, shall in no event exceed the sum of $375,000. The Office Engineer advises us that the governments share of the construction costs alone amounts to considerable more than the $375,000 limit and therefore apparently eliminates any recourse we might have in collecting for extra-ordinary maintenance.

Mr. DeFrance suggests, however, that the Bureau of Reclamation be advised of our repair costs in this instance as the Bureau might be agreeable to reimbursing the State inspite of the restrictive limit set up in the agreement.

If this suggestion meets with your approval, we will supply you with an itemized statement of our repair costs.

John A. Phillips
Assistant Maintenance Engineer

JAP:nno

cc: R. L. Porter
F. D. Morgan
R. F. Lytle

NOTED
P. M. STEPHENSON

RECEIVED
NOV - 1959
OFFICE
ENGINEER

RECEIVED
NOV - 2 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

October 29, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
13-1063	14 Final	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26304	80316	$ 11,494.44	10-28-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske

ACCOUNTING DIVISION

Specified completion date: **190 workdays from August 8, 1958**

Time Extensions: **None of record**

Completion Date: **July 23, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 30, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

OCT 30 1959

NOTED ON CARD

RE[illegible]
OCT 14 19[illegible]

FOR FILING

15-106
520

October 14, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5250 for grading-oiling-structure on the Emigrant Reservoir Section of Green Springs Highway in Jackson County was completed by the contractor, Babler Bros., Inc., on July 23, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $11,494.44 will be released to the contractor on or after October 26, 1959. The total contract amount is $379,627.57, of which amount $3,340.31 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

RECEIVED
OCT - 6 1959
FOR FILING

October 5, 1959

Mr. J. A. Callan
Construction Engineer
Rogue Project Office
Bureau of Reclamation
Post Office Box 386
Camp White, Oregon

Dear Sir:

Reference is made to your letter of September 28 in which you inquire as to the effective date which should be used for the maintenance clause in the contract between the State and the Bureau of Reclamation for the relocation of the Emigrant Reservoir Section of the Green Springs Highway.

The highway was opened to traffic on the new alignment on June 30, 1959; therefore, it would appear reasonable that this should be the effective date and to continue in force for five years.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
LMY:fp

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

IN REPLY
REFER TO:

September 28, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Contract No. 14-06-100-1571 (Highway 66 Relocation)

Dear Sir:

Please refer to Article 10 of Contract No. 14-06-100-1571, wherein it states that "This agreement to reimburse the State for extraordinary maintenance as set forth heretofore shall remain in force and effect for a period of five years from date of completion of the relocated highway and the opening of said relocated highway to traffic."

Your advice as to the official date on which the five year period is to begin would be appreciated.

Very truly yours,

J. A. Callan
Construction Engineer

RECEIVED
SEP 30 1959
STATE HIGHWAY

RECEIVED
SEP - 9 1959
FOR FILING

Salem, Oregon
September 9, 1959

Emigrant Reservoir Dam

Mr. I. A. De France
Maintenance & Equipment Engr.
O F F I C E

In anticipation of having "unusual and extraordinary maintenance" on the recently relocated section of the Green Springs Highway around the Emigrant Reservoir Dam in Jackson County, we have set up the following prefix for maintenance expenditures to be reimbursed by the U. S. Bureau of Reclamation:

Prefix 7926-559 Extraordinary maintenance around Emigrant Reservoir Dam

The agreement between the Highway Commission and the U. S. Bureau of Reclamation, dated July 31, 1958 (a copy is in the general files), states that the Bureau will reimburse the Commission for "extraordinary maintenance" for a period of 5 years after completion of the construction contract. The agreement also places a maximum of $375,000 as the amount of the Bureau's total construction and extraordinary maintenance obligation.

Will you please make the necessary arrangement with your District Maintenance Superintendent so that if funds are available, and if extraordinary maintenance is required, that the proper cost distribution prefix is used?

The construction of this section was completed July 23, 1959, and it is estimated that the construction expenditures will use up most of the $375,000. There may be a small amount left for maintenance.

R. L. Porter
Office Engineer

By

J. A. Hardie
Asst. Office Engineer

JAH:cr

RECEIVED
JUN 2 1958
FOR FILING

Refer to
U. S. Dept of Int.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

It would be appreciated if you would furnish us copies of the following documents in amount indicated:

1. Special Provisions, Schedule and Drawings for the Grading, Oiling and Structure - Emigrant Reservoir Section - Green Springs Highway - Jackson County (Specifications for Highway 66 relocation around Emigrant Reservoir) - one copy

2. Standard Specifications for Highway Construction (Issue of May 1, 1954) - two copies

3. Standard Specifications for Highway Bridge Construction (Issue of May 1, 1954) - two copies

4. Abstract of Bids for bid opening of June 17, 1958 on the above - two copies

Very truly yours,

J. A. Callan
Construction Engineer

RECEIVED
SEP 14 1959
FOR FILING

September 4, 1959

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc. on Contract No. 5250, for grading, oiling and structure on Emigrant Reservoir Section of the Green Springs Highway, Jackson County.

This payment, in the amount of $514.37, will be released to the contractor on or after September 14, 1959. The retained percentage is $11,385.56.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc

NOTED ON CARD
By jmc
9/4/59

RECEIVED
AUG 21 1959
FOR FILING

August 20, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Babler Bros., Inc., a portion of the funds heretofore retained by the Commission on contract #5250, for grading-oiling-structure on the Emigrant Reservoir Section of the Green Springs Highway in Jackson County.

This payment, in the amount of $22,252.21, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $11,369.65. The present payment will be released on or after August 31, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 31 July 1959, 19

Section Emigrant Reservoir

Highway Greensprings County Jackson

Contractor Babler Bros, Inc

Date of contract 19 July 58, 19

Date work started 20 July 58, 19

Project authorization $ 408,050.00

Exclusive of engineering $ 379,033.04

Engineering authorization $ 29,016.96

Engineering cost to date $ 26200, 90.3 %

Kind of work grading, oiling, structure

Section prefix 15-1063

Contract number 5250

Specified work days 190

Work days used 150

Per cent of time elapsed 79 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 384,000.00

Estimated per cent overrun or underrun . . . . . overrun . . 1.3 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Date project was completed 23 July 1959, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contacted Lloyd Babler via telephone on 7/27/59. He stated he would contact Jack Arens about extra work orders and they should be submitted some time next week.

Contractor should complete removal of equipment and clean-up of shop area in approximately two weeks.

F D Morgan, Div Engr, in area on Tuesday and Wednesday.

FINAL REPORT.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
AUG 3 1959
NOTED-- CE ACE ACE COE

Noted
M. M. Juve

NOTED
C. E. PAULSEN

Signed Jack C. McCormick res engr

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.52	4.52		4.52	
Miles partially completed	4.52	4.52		4.52	
Miles completed	4.52	4.52		4.52	
Total estimated quantities (contract)	337,300	45,454		354 ton	
Total quantities corrected to date	320,000	62,130		337 ton	
Estimated quantities moved or placed to date	32,0000	62,130		337	
Average daily quantities	0	0		0	
Average daily quantities necessary to complete project on time	0	0		0	
Number shifts per day	0	0		0	
Hours per shift	0	0		0	
Average force on project for week	0	0		0	
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	fair		
Wednesday	fair		
Thursday	fair		
Friday	fair		
Saturday			

RECEIVED
APR 1959
FOR FILING
F-1065

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1959

SUBJECT: Emigrant Reservoir Section
Green Springs Highway
Contract No. 5250

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Your drainage plan, as submitted April 14, for those areas shown on your typical section is approved. Please submit a Price Agreement or Extra Work Order covering this work as soon as possible.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper
Jack McCormick

RECEIVED
APR 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 59
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY
REFER TO: 220

REFERRED TO
COOPER

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

This will acknowledge receipt of your letter of March 10, 1959, concerning our contract No. 14-06-100-1571 dated July 31, 1958, in which you call attention to an increase in the cost of constructing the relocated highway around Emigrant Reservoir by reason of subsurface conditions different from those expected at the time of preparation of the plans and specifications.

Inasmuch as the increase in cost results from a changed condition and not from a change in standard, it can properly be regarded as a contingency item in which the Bureau can share within the limit of the not to be exceeded figure of $375,000 stated in Article 13 of the above-mentioned contract. This position is based on the assumption that construction of the road bed at this time to required stability will reduce extraordinary maintenance that would otherwise result from inadequate subbase.

Under the provisions of Article 13 of the above-mentioned contract, the Bureau's expenditure authorization for all costs, except cost of rights of way, is limited to $375,000.00. This includes construction, engineering, contingencies, and extraordinary maintenance. Accordingly, it should be understood that if the Government's maximum obligation is reached during the construction phase, all post-construction maintenance, extraordinary as well as normal, must be borne by the State.

By copy of this letter, the Project Construction Engineer, Camp White, Oregon, is authorized to honor billings up to the $375,000 limitation. When expenditures reach that amount, the contract account will be closed.

Very truly yours,

H. T. Nelson
Regional Director

RECEIVED
MAR 27 1959
STATE HIGHWAY ENGINEER

Copy to: Project Construction Engr.,
Camp White, Oregon

RECEIVED
MAR 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 1959
FOR FILING

March 10, 1959

Mr. William H. Fuller
Acting Regional Director
Bureau of Reclamation
P. O. Box 937
Boise, Idaho

Dear Sir:

Reference is made to our present cooperative project for the rebuilding of the Emigrant Reservoir Section of the Green Springs Highway as a part of the development Talent Division of the Rogue River Basin Project. This project is being constructed under an agreement and in accordance with plans and specifications developed at the time the agreement was made.

The depth of surfacing deemed adequate at the time the plans and specifications were made was predicated on material becoming available during excavation work which could be used to form the 18-inch course of "Selected Subgrade Reinforcement". Material of this nature has not been encountered during the course of this work and so a re-evaluation of our required surfacing depths is indicated. Forwarded herewith is a copy of the typical sections showing the revised thickness of base required to insure stability. This will require an additional 16,400 tons of base rock and will add $26,240 to the cost of the project as planned. Total cost of the job to date is estimated to be $433,000.

Your concurrence in this additional expenditure is requested at least to the limit of $375,000 as per the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

LHY:fp:ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan - with enclosure
Mr. S. H. Probert

SUMMARY

Length Of Project 4.540 Mi.

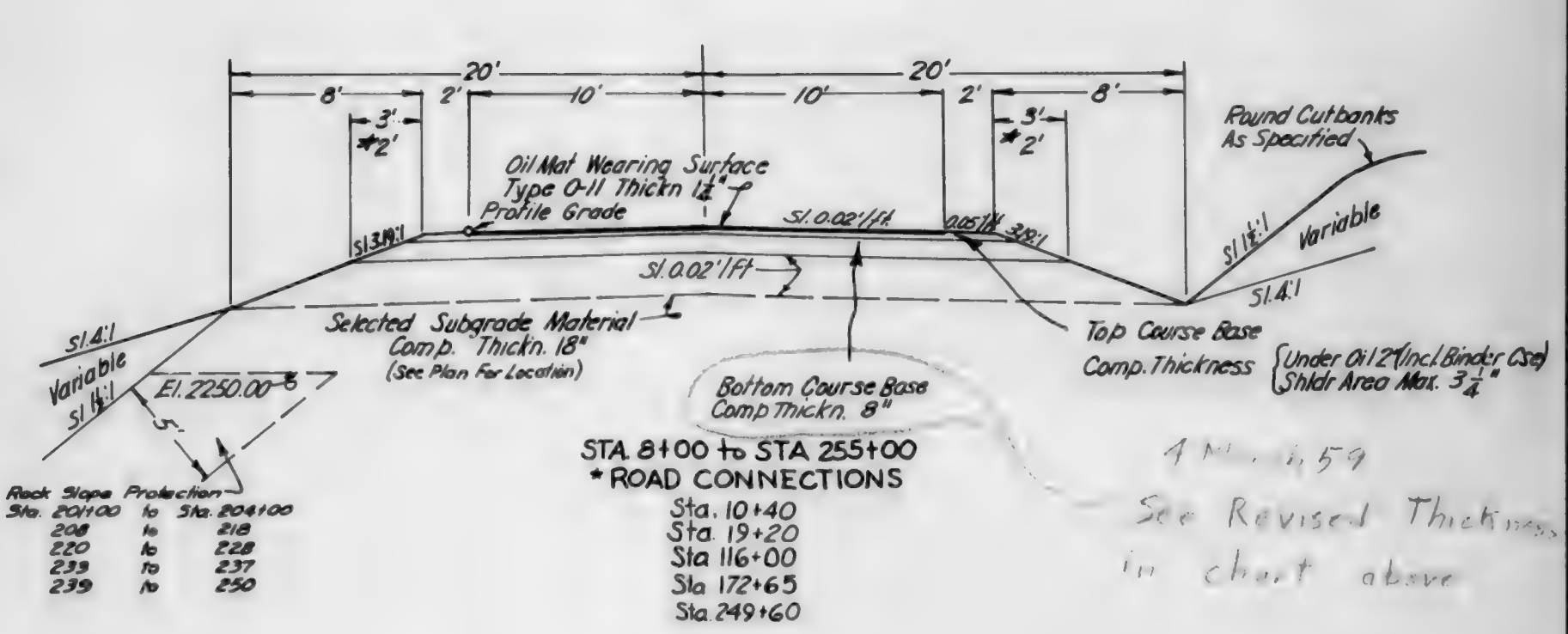
	ITEM	UNIT	MILE 1	2	3	4	5	NET QUANTITY	ALLOWANCE	TOTAL
ROADWORK	Clearing & Grubbing	All						All	–	All
	Drainage Exc., Unclass.	Cu. Yd.	113	338	342	266	24	1083	117	1200
	General Exc., Unclass.	" "	20,027	59,447	64,591	104,945	57,575	306,585	30,715	337,300
	Short Overhaul	Yd. Sta.	132,442	45,301	56,253	438,085	65,592	737,673	73,827	811,500
	Long Overhaul	C-Yd. Sta.	19,623	12	671	8524	190	29,020	2980	32,000
	Finishing Roadbed & Slopes	Mile	1.00	1.00	1.00	1.00	0.52	4.52	–	4.52
	Rounding Cutbanks	Lin Ft.	250	2,000	3,200	2900	850	9200	800	10,000
	18-inch Corrugated Metal Pipe	" "				266		266	34	300
	60-inch " " " "	" "					85	85	15	100
	12-inch Siphon Pipe	" "			130			130	20	150
	12-inch Concrete "	" "	482	144	328	36		990	110	1100
	18-inch " " "	" "	384	607	236	214	170	1611	189	1800
	24-inch " " "	" "				168		168	32	200
	36-inch " " "	" "		88				88	12	100
	42-inch " " "	" "				112		112	18	130
	48-inch " " "	" "		88				88	12	100
	8-inch Perforated Metal Drain Pipe, Uncoated	" "	130	90				220	30	250
	Special Backfill in Drains	Cu. Yd.	20	14				34	6	40
	144-inch Structural Plate Pipe	Lin. Ft.			76			76	14	90
	Class 'A' Concrete in Box Culvert	Cu. Yd.	20					20	2	22
	Metal Reinforcement in Box Culverts	Lb.	2300					2300	200	2500
	Metal Guard Rail	Lin. Ft.		1050	450	3325	1400	6225	675	6900
	Metal Sight Posts	One						402	48	450
	Coarse Crushed Material in Base	Ton						29,520	3280	32,800
	3/4"-0 Material in Base	" "						7820	780	8600
	Sprinkling	M-Gal.						734	66	800
	Preparation of Base	Mile						4.52	–	4.52
	3/4"-0 Material in Binder Course	Ton						684	66	750
	Furnishing & Placing Aggregates	Ton						3162	138	3300
	RC-3 Asphalt	Ton						83	7	90
	120 – 150 Asphalt	"						196	4	200
	RS-1 Asphalt	"						61	3	64
STRUCTURE	Structural Excavation	Cu. Yd.						90	10	100
	Structural Excavation Below Elevation Shown	Cu. Yd.						10	–	10
	Furnishing Steel Piling	Lin. Ft.						200	–	200
	Drive Steel Piles	One						8	–	8
	Class 'A' Concrete	Cu. Yd.						190	–	190
	Metal Reinforcement	Lb.						40,600	–	40,600
	8-inch Metal Drain Pipe	Lin. Ft.						50		50

EMIGRANT RESERVOIR SECTION GREEN SPRINGS HIGHWAY JACKSON COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index

Revised Bottom Course Base

Sta	to	Sta	Thickness
8+00		50+00	11½"
50+00		100+00	13¼"
100+00		165+67.76 Ahd 172+80 Ahd	12"
165+67.76 Ahd		165+	
165+		23	11"
23		25	8"

TYPICAL SECTION



Rock Slope Protection

Sta. 204+00	to	Sta. 204+00
208	to	218
220	to	228
239	to	237
239	to	250

STA. 8+00 to STA 255+00
* ROAD CONNECTIONS
Sta. 10+40
Sta. 19+20
Sta 116+00
Sta 172+65
Sta. 249+60

1 Mar. 59
See Revised Thickness
in chart above

F.E. Terpin

FORM E-30 50M 6-58 13048

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1959

SUBJECT: Emigrant Reservoir Section
Green Springs Highway
Contract No. 5250

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Herewith Rough Draft of a letter to the Bureau of Reclamation asking concurrence in required additional surfacing needed as a result of not encountering sufficient "Selected Subgrade Material."

Financial status of the job at present:

Present cost of job is estimated at	$433,000
Bureau of Reclamation committment	- 375,000
State of Oregon	- 50,000
Balance unfinanced	$ 8,000

The field called today and advised that the contractor had finished all crushing under the contract and asked if we wanted the extra crushed. I instructed them to crush out the additional 16,400 tons required.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

RECEIVED
MAR 9 1959
OFFICE OF

RECEIVED
1958
F

IN REPLY
REFER TO: 600 15-1063
5250

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

December 19, 1958

Jack C. McCormick
Resident Engineer, Oregon State Highway Department
North Pacific Highway
Medford, Oregon

Re: Relocation of Highway 66 around Emigrant Reservoir

Dear Mr. McCormick:

Referring to your letter of December 17, 1958, on the proposed irrigation crossing at Station 51+40, it has been decided that Installation No. 1 should be installed. Your estimate of $1,052.00 is acceptable and you may have your contractor proceed with the work. It is understood that the Bureau will pay the cost under the terms of the agreement covering the relocation of Highway 66.

Very truly yours,

J. A. Callan

J. A. Callan
Construction Engineer

Copy to: F. D. Morgan, Division Engineer
Oregon State Highway Department
P. O. Box 551
Roseburg, Oregon

W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

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DEC 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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FILES

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

IN REPLY REFER TO: 600

ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

November 14, 1958

REFERRED TO
Cooper

F. D. Morgan, Division Engineer
Oregon State Highway Department
P. O. Box 551
Roseburg, Oregon

Re: Relocation of Highway 66 around enlarged Emigrant Reservoir, Jackson County, Oregon

Dear Mr. Morgan:

Dr. Corp, one of the property owners crossed and severed by the relocated highway, has requested that an additional irrigation crossing be installed under the relocated highway at a location just north of his south line, or about Station 51+30±. As the lay of the ground relative to the highway grade will not permit a gravity flow pipe installation, your Resident Engineer McCormick has advised that your standard 12-inch siphon crossing with a concrete drop box at each end is the proper installation to make, and, as no installations of this type are included in the road contract, it would have to be done under an extra work order.

The installation is agreeable to this office and is so recommended. It would be appreciated if you would make arrangements with your contractor for its installation.

Very truly yours,

C. A. Callan

C. A. Callan
Construction Engineer

Copy to: W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Jack C. McCormick, Resident Engineer
Oregon State Highway Department
North Pacific Highway
Medford, Oregon

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NOV 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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1958
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15-1163

IN REPLY
REFER TO: 600

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

October 31, 1958

REFERRED TO
Cooper
By State Highway Engineer
Info

State Highway Engineer
State Highway Department
Salem, Oregon

Re: Relocation of Highway 66 around Emigrant Reservoir

Dear Mr. Williams:

Thank you for your letter of October 30, 1958, and for your cooperation toward advancing the work progress on the Emigrant Section of the Green Springs Highway.

Due to the continued excellent weather, your contractor is making good progress on the grading, and I feel that he intends to finish the project as expeditiously as possible.

Very truly yours,

J. A. Callan
Construction Engineer

RECEIVED
NOV 3 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
NOV - 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1958
FOR FILING

15-1063
5250

October 30, 1958

Mr. J. A. Callan
Construction Engineer
Rogue Project Office
Bureau of Reclamation
Post Office Box 386
Camp White, Oregon

Dear Mr. Callan:

On September 18 you directed a letter to this Department in which you requested our cooperation in advancing the work progress, if possible, on the Emigrant Reservoir Section of the Green Springs Highway. I had our Division Engineer, Mr. F. D. Morgan, call on you to see what could be worked out.

I assure you that we will do what we can to expedite this project and will give careful consideration to any suggestions you might have. It would appear, at the moment at least, that if the two contractors involved, Mainte Construction Company and Babler Brothers, Inc., would coordinate their efforts in the field so as to cause as little inconvenience as possible to each other that this should help. We, of course, are anxious to see the work completed as rapidly as possible.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FCmfs

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Frank Morgan

FORM E-30 SOM 8-57—6503

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 13, 1958

SUBJECT: Coordination of Construction
Emigrant Reservoir Section

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Salem, Oregon

As instructed by your letter of September 26, 1958, addressed to Mr. J. A. Callan, Construction Engineer, Bureau of Reclamation, Camp White, Oregon, please be advised that I attempted to contact Mr. Callan at his office but found that he was absent. I did contact Mr. Frank O'Conner, his assistant, and discussed the possibility of an earlier completion of the highway work on the Emigrant Reservoir Section, which might expedite the work of the R. A. Heinz Construction Company in the vicinity of the highway dyke at Emigrant Reservoir.

I also contacted Mr. Bill Arenz who is doing the work for Babler Brothers on the above mentioned project. Mr. Arenz stated that he would be willing to cooperate to the best of his ability in the progress of the work under his direction if the cooperation could be accomplished without additional cost or major interference with his program. He also stated that no contact had been made with his company by the R. A. Heinz Construction Company, which would indicate their desire for such cooperation.

After looking at the project on the ground and with the winter season coming on, I would estimate that the grading work in the vicinity of the highway dyke would probably not be completed until sometime next Spring or Summer. Earliest completion date, so that traffic could be using the necessary new highway around the highway dyke would, therefor, be sometime in June or July of 1959.

F. D. Morgan
Division Engineer

dls

NOTED
FORREST COOPER

RECEIVED
OCT 11 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 29 1958
FOR FILING

15-10-2
5250

September 26, 1958

Mr. J. A. Callan
Construction Engineer
Rogue Project Office
Bureau of Reclamation
Post Office Box 386
Camp White, Oregon

Dear Mr. Callan:

I have your letter of September 18 in which you discuss the possibility of advancing the date when traffic can be transferred to the relocated highway on the Emigrant Reservoir Section. I assure you that the Highway Department will fully cooperate with you in any way that we can to assist in expediting the work.

In order that we may have a clear picture of what is involved, I am, by a copy of this letter, asking our Division Engineer, Mr. Frank Morgan, or someone whom he might designate, to contact you as to details and give us a report and recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me fn

cc Mr. Tom Edwards
Mr. Frank Morgan

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

IN REPLY
REFER TO: 600

September 18, 1958

State Highway Engineer
State Highway Department
Salem, Oregon

Re: Relocation of Highway 66 around Emigrant Reservoir

Dear Mr. Williams:

Our contractor on the Emigrant Dam Enlargement and associated Saddle Dikes, the R. A. Heintz Construction Company, has had his construction schedule on the Emigrant Dam proper badly disrupted due to the recent Operating Engineer's strike, and is endeavoring to advance the date of construction on other features under his contract in order to keep his overall job somewhat close to the originally contemplated rate of progress.

Any advance in the date when traffic can be transferred to the relocated highway so as to permit construction of the Highway Saddle Dike would materially help Heintz's program.

Your consideration on this matter would be appreciated.

Very truly yours,

J. A. Callan
Construction Engineer

Copy to: R. A. Heintz Construction Company
211 N. E. Columbia Boulevard
Portland 11, Oregon

RECEIVED
SEP 22 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 17 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1958

SUBJECT: Emigrant Reservoir
Green Springs Highway
Contract No. 5250

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Attention Mr. Fred Klaboe

Reference is made to the two problems brought up in your letter of September 3rd regarding responsibility under our agreement with the Bureau of Reclamation for certain work. Please be advised as follows:

Problem No. 1, concerning the building located athwart the right of way line at Station 10+50:

Under the terms of our contract with Babler Bros., this building is outside of regular clearing limits. Therefore, in order to effect the removal and disposal of the building, please arrange to do this work either by Extra Work Order or Price Agreement.

Problem No. 2, concerning the fencing through the lands of Keith W. and Margaret E. Corp:

Please be advised that, inasmuch as the Bureau of Reclamation is compensating these people for the permanent fencing, only fencing of a temporary nature and for the safe-guarding of the livestock should be done under the contract. Necessary work for such safe-guarding should be done under an Extra Work Order. The resident engineer should contact Mr. and Mrs. Corp and explain that any fencing which is done is only for the temporary confining of the cattle and that they will be expected to do any permanent fencing. It might be suggested to them that the money which the Bureau of Reclamation has placed in escrow for this work could probably be used to pay for the permanent fencing by arrangement with the Bureau's fencing contractor.

Please see that the temporary fencing mentioned above is held to a minimum of that absolutely necessary. This work, of course, will be a regular part of the contract cost.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jo

cc Mr. J. A. Callen
Construction Engineer
Bureau of Reclamation
Box 386
Camp White, Oregon

Forrest Cooper
S. N. Probert

NOTED
FORREST COOPER

RECEIVED
SEP 8 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20X—97,000—8-56—96658

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 5, 1958

.....Emigrant Reservoir Section
.....Green Springs Highway

Tom Edwards
Construction Engineer
Salem, Oregon

SUBJECT:

To:
Att: L. H. Young

During the past few days two distinct right of way problems on subject section have arisen which we are unable to resolve on this level. Problem No. 1 concerns a building located astraddle the right of way line at approximate Station 10+50. This building does not show upon the construction plans nor is it involved within the area occupied by cuts and fills. Nevertheless, it should be removed. Our contractor is reluctantly willing to move the portion lying inside the right of way line with the further stipulation that he may later make a claim for the expense of removing said building. However, he does not believe that it is his obligation to go outside the right of way line and remove the remaining half of the building located on land now owned by the Bureau of Reclamation. The Bureau of Reclamation have asked us to remove this building so that they may complete their fencing through the area occupied by the house. I contend that as the Bureau wants this building removed they should remove it themselves. However, the Bureau officials in the area maintain that its removal is our obligation.

Problem No. 2 is a problem of much greater size. The Bureau of Reclamation is condemning the right of way through the land owned by Keith W. and Margaret E. Corp. This land extends from approximate Station 17 to approximate Station 52 and is pasture land for cattle and sheep. It must be fenced prior to the time that we begin our grading operation in the area. The Bureau of Reclamation have stated that they have placed a sum of money in escrow creditable to Mr. and Mrs. Corp to cover the cost on the necessary fencing. However, the Corp family has taken the stand that since the Bureau is condemning them, the Bureau can just as well fence them. They refuse to do the necessary fencing. The Bureau of Reclamation claims that they can not remove the money from escrow and apply it to their fencing contract now in progress. Their local engineers have washed their hands and state that they have no further obligation. Since they already ~~had~~ have a fencing

contractor in the area doing fencing work on many other portions of the right of way they will acquire, it seems to me that it would be a much cheaper and more efficient maneuver for them to do this necessary almost 7000' of fencing.

Of course, I realize that when dealing with a Federal agency we are somewhat at a disadvantage. Nevertheless, I would like an opinion from you whether or not there is anything further we can do to resolve these matters. If not, it will be an immediate order for us to negotiate a Price Agreement with our contractor for the necessary fencing. Since the Bureau of Reclamation is apparently paying all costs over our stipulated contribution of $50,000.00, the Bureau would undoubtedly be charged for this additional work, but I ~~would~~ wonder what complications could arise if they refuse to pay on the grounds that they have already put the necessary funds in escrow for the Corp family. I would also like opinion from you onthe disposition of the building at Station 10+50.

F. B. Klaboe
Asst. Division Engineer

dls

RECEIVED
SEP 2 - 1958
FOR FILING

August 28, 1958

Mr. J. A. Callan
Construction Engineer
Bureau of Reclamation
Post Office Box 386
Camp White, Oregon

Emigrant Reservoir
Green Springs Highway
Contract No. 5250

Your File: 600

Dear Sir:

Your letter of August 22, in which you advise that the 30-inch wood stave siphon at Station 219+29 on the above project cannot be abandoned at the end of the 1958 irrigation season, has been received and noted.

Your plan of substituting a temporary pipe as per your Drawing No. 415-128-447, in which you furnish the materials and arrange with our contractor for installation, is quite satisfactory to us. I am, by copy of this letter, requesting that our field engineers lend every cooperation in carrying this matter out.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

LHY:jc mc

cc Mr. Tom Edwards
Mr. F. D. Morgan (with map)
Mr. Jack McCormick

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

IN REPLY
REFER TO: 600

August 22, 1958

REFERRED TO
Cooper
By State Highway Engineer

State Highway Engineer
State Highway Department
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Re: Relocation of Highway 66 around Emigrant Reservoir

Dear Mr. Williams:

The recent operators' strike has upset our construction schedule to the extent that the existing 30" wood stave siphon, crossing the highway relocation at Station 219+29, will have to be kept in operation during the 1959 irrigation season.

To avoid interfering with your contractor on the road relocation, it is proposed to rearrange the siphon in accordance with Drawing No. 415-128-447, three prints enclosed. The 1/4" steel pipe would be furnished with two coats of red lead paint; after abandonment of the siphon, it is proposed that the pipe be left in place.

As to installation, it is proposed that we will furnish the pipe, couplings, and reinforcement bars, delivered to the job-site, and will then make our own financial arrangements with your contractor to install the pipe. This arrangement appears best in order to keep the work separate from work to be paid for under our agreement with you for the highway relocation.

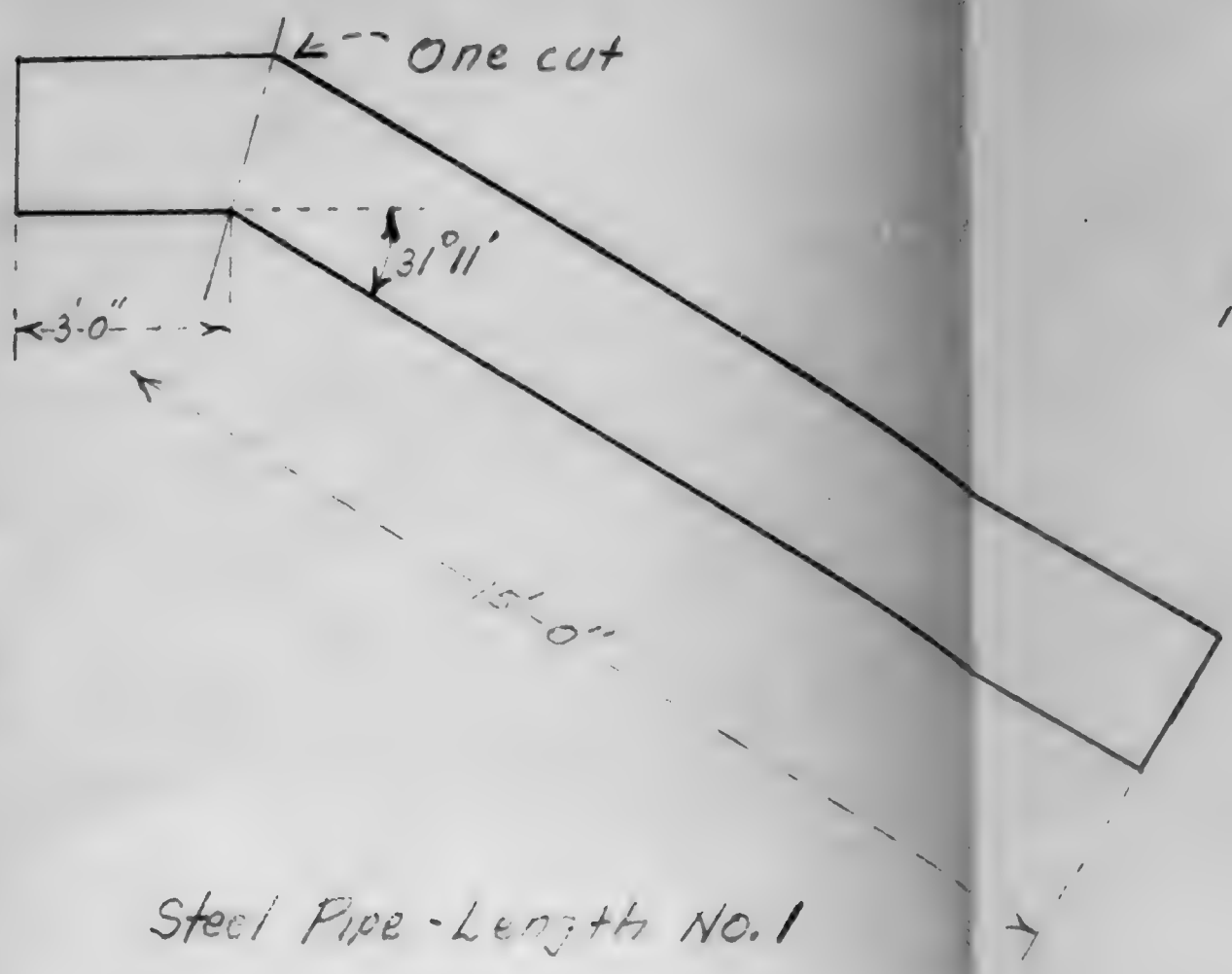
Please review the drawing and our proposed method of installation and advise as to your recommendations.

Very truly yours,

J. A. Callan
Construction Engineer

Enclosures

RECEIVED
AUG 25 1958
OREGON
STATE HIGHWAY COMMISSION



Steel Pipe - Length No. 1

(Stiffner rings - pi

30'-0"

5'-0" 5'-0" 5'-0" 5'-0"

Steel Pipe Lengths Nos. 3 & 4

15-1½"

One cut

stiffner ring

4'-0"

31°44'

14'-10½"

Steel Pipe - Length No. 2

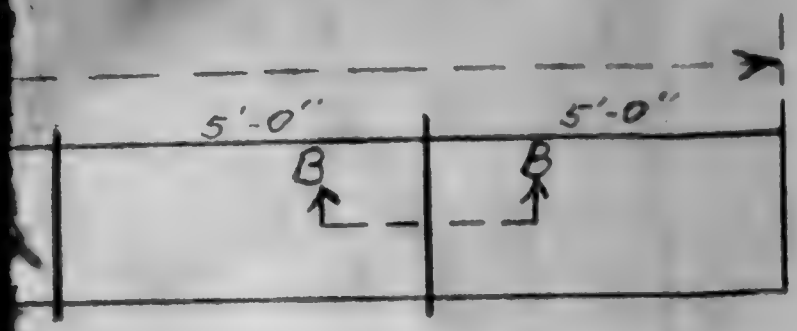
STEEL PIPE DET

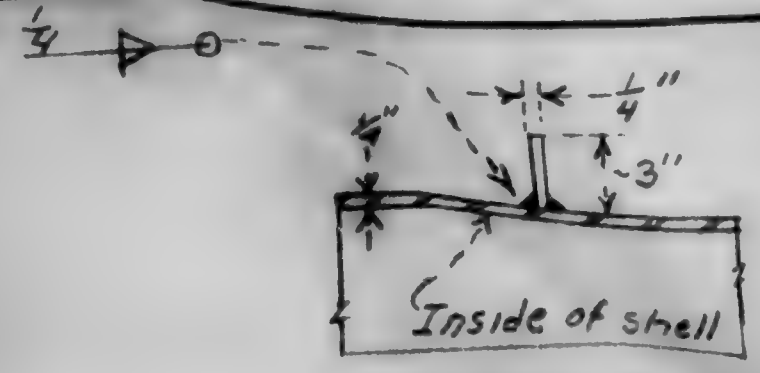
All pipe to be 26" O

Plate thickness to be

To Ashland

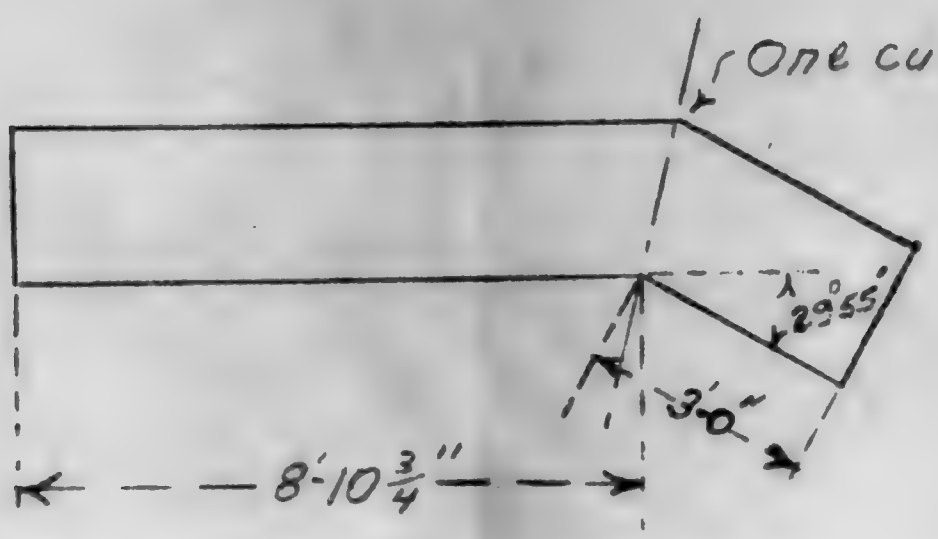
ggs - pipe length No. 3 only.





SECTION B-B

#4

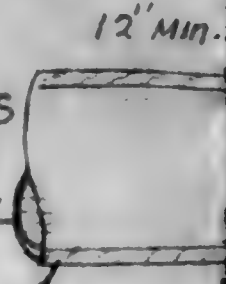


Steel Pipe Length No. 5

DETAILS

26" O.D.
to be 1/4"

NOTE - 4 COUPLINGS REQUIRED - DRESSER STYLE 38 OR EQUAL



12" MIN

Existing Siphon

CONC

12" MIN.

FLOW

Steel pipe -

sta. 5+5

Flow

℄ Existing Siphon

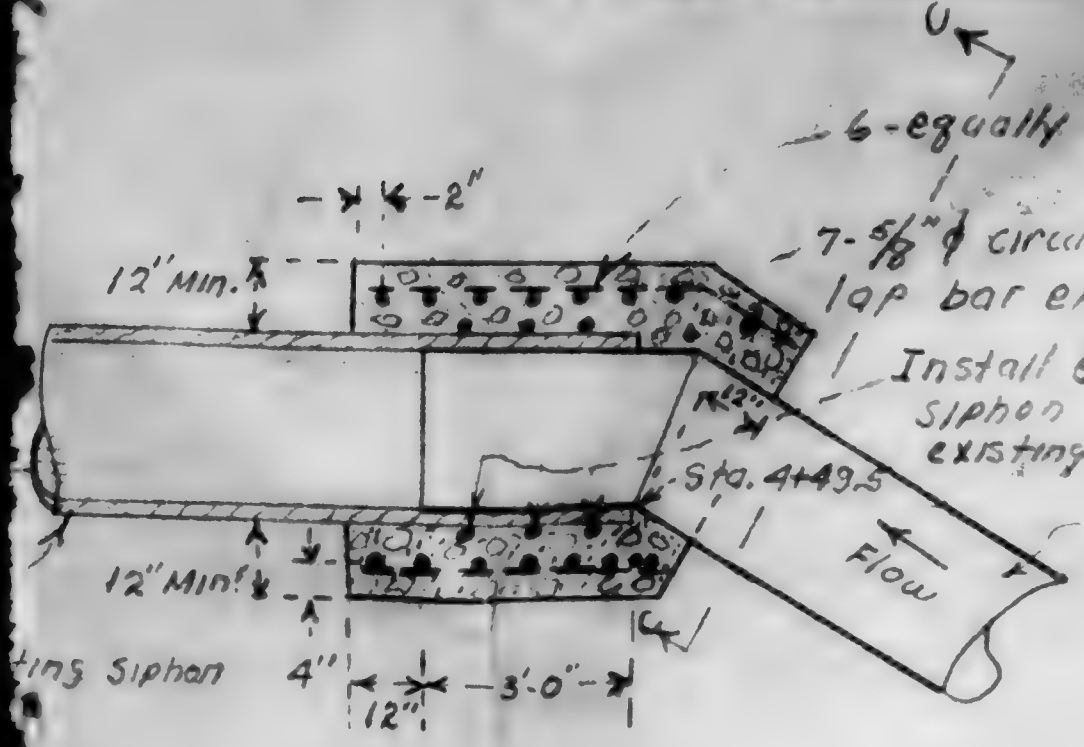
CONCRETE E

NOTES

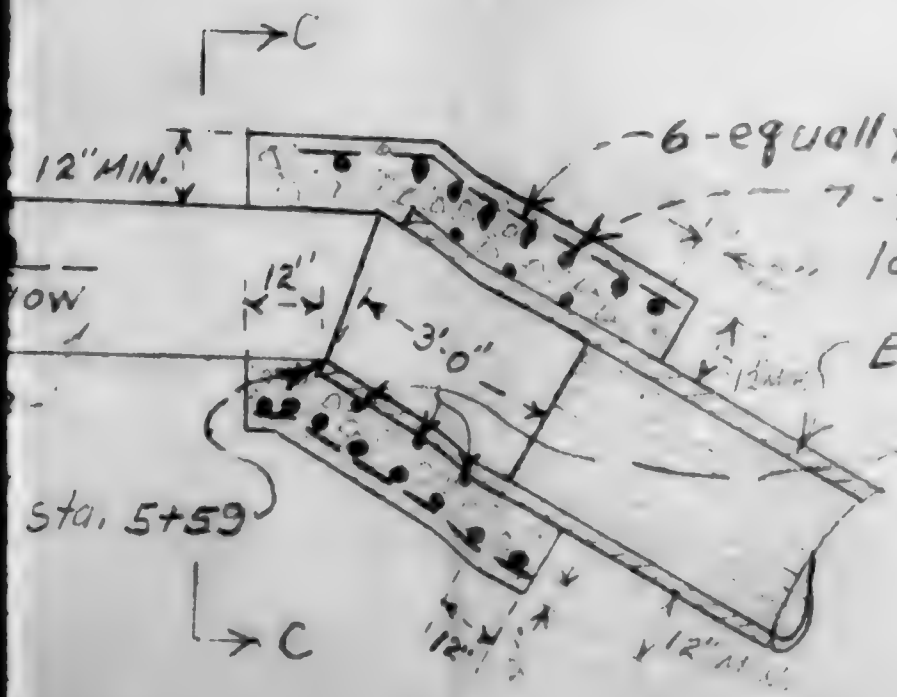
(1) Maximum Static head on steel pipe - 150' (65 p.s.i.)

(2) Coat steel pipe 3-foot ends with a bituminous mastic for a seal before insertion into existing siphon

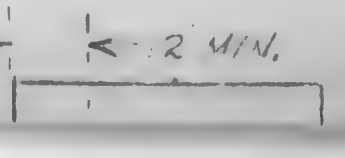
(3) Concrete encasements - use 5½ sks./yd. 1½" max. aggregate

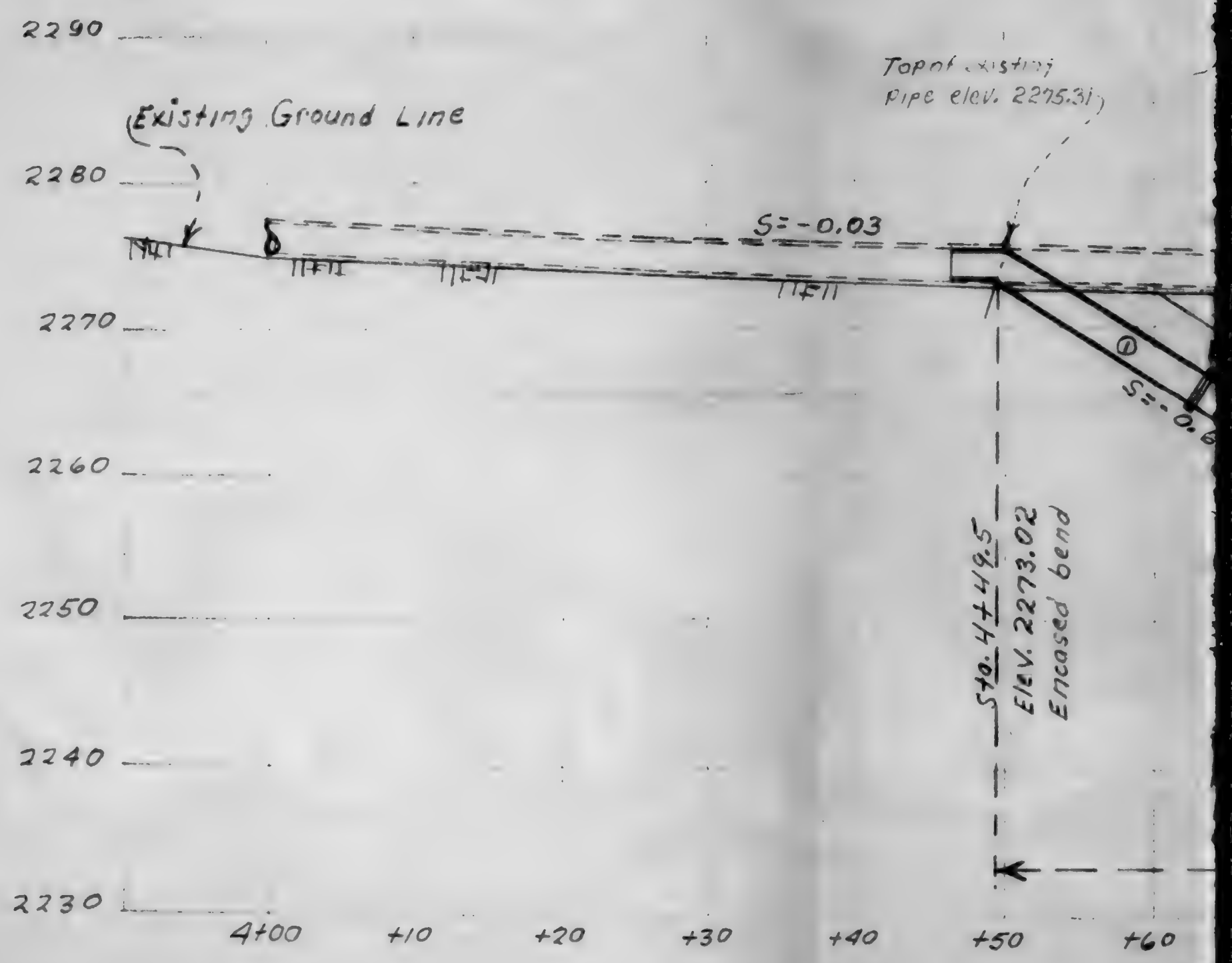


CONCRETE ENCASEMENT - BEND AT STATION 4+49.5



RETE ENCASEMENT
AT STATION 5+59




2290
2280
2270
2260
2250
2240
2230
Existing Ground Line
Top of existing pipe elev. 2275.31
S=-0.03
S=-0.6
Sta. 4+49.5
Elev. 2273.02
Encased bend
4+00
+10
+20
+30
+40
+50
+60

PLAN
Scale - 1" = 10'

SIPHON - STA. 5+01
HIGHWAY - 219+29

68° 16'

℄ Relocation Hwy. 66

To Klamath Falls

Section - Highway "66"
Relocation - Under Construction

Paved Grade
El. 2262.8 ±

S = -0.6353

S = -0.017

① ② ③ ④

Sta. 4+75
Elev. 2256.82

Replacement steel pipe
Grades & stations are on outside of pipe

Cut & remove existing siphon between these stations
Cut to be made normal to siphon from station at bottom of pipe.

+60 +70 +80 +90 5+00 +10 +20 +30 +40

ELEVATION
Scale - 1" = 10' H. & V.

N

2290

2280

Sta. 5+62 - Top of existing pipe elev. 2256.35

2270

EXISTING WOOD STAVE SIPHON

2260

S=-0.5923

2250

Sta. 5+59

Elev. 2255.41

Encased bend.

2240

pipe.

2230

+50 +60 +70 +80 +90 6+00

Sta. 4+80 to

Compact b

Proctor de

per O.S.H.

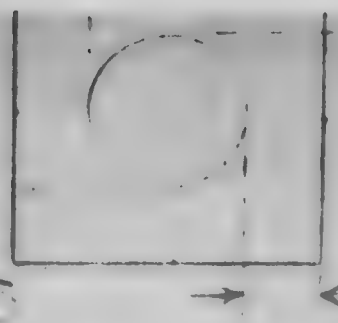
Remainder

26" I.D.

SECTION

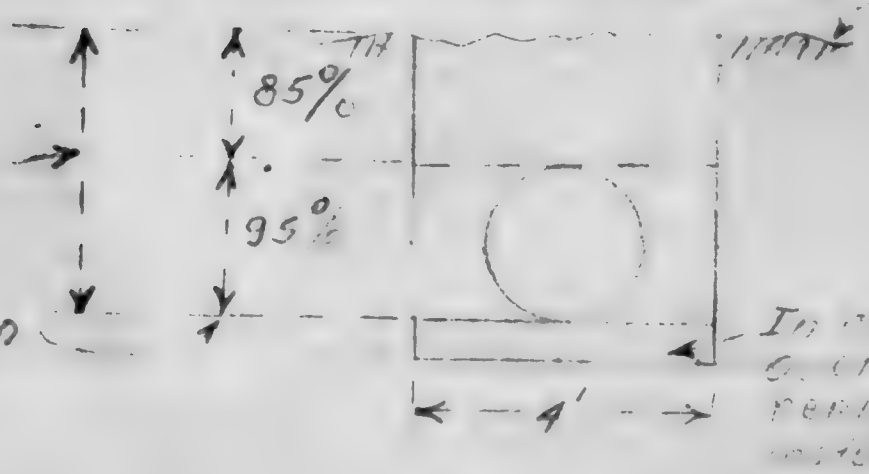
(Hoops and

saddles T



Extend to solid foundation material and ground where needed.

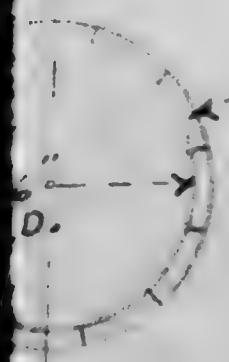
SECTION C-C



80 to Sta. 5+23
act backfill to 95%
er density, material
U.S.H.D. Standards.
ainder to density shown

In rocky material, excavate 6" and replace with selected material, compacted to 95% Proctor density.

TRENCH SECTION



1 5/8" treated wood staves

TION A-A
S and concrete
ES not shown)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
ROGUE RIVER BASIN PROJECT, OREGON
TALENT DIVISION

SAMPSON CREEK SIPHON

REARRANGEMENT AT RELOCATED HWY. 66 CROSSING

DRAWN F.J.O'C. SUBMITTED
TRACED RECOMMENDED
CHECKED APPROVED

PRELIMINARY

Camp White, Oregon 8-22-58 | 415-123-44.7

RECEIVED
AUG 1 1958
FOR FILING

August 22, 1958

Mr. J. A. Callan
Construction Engineer
Bureau of Reclamation
Post Office Box 386
Camp White, Oregon

Dear Sir:

Reference is made to your letter of August 13 in regard to the removal and salvage of signs, guardrails, bridges, et cetera, on the old highway which is to be abandoned when the new relocated highway, No. 99, is constructed around the Emigrant Reservoir.

We desire to retain the right to salvage the signs, sight posts, and guard fence. We have no desire to salvage the bridges or fences.

We have no objection to the removal of some or all of the fencing prior to the change-over in traffic to the new highway as, without doubt, before any fencing is removed provision will have been made to prevent livestock from entering the highway.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. I. A. DeFrance

PMS:er fn

FORM E-80 BOM 9-57—6883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1958

SUBJECT: Reservoir Area, Emigrant Dam - Green Springs Hwy.

To:

P. M. Stephenson
Assistant State Highway Engineer

Reference is made to the letter of August 13, 1958, addressed to Mr. Williams by J. A. Callan, Construction Engineer, Bureau of Reclamation, US Department of the Interior, concerning the clearing of the enlarged reservoir area in connection with the construction of the enlarged Emigrant Dam.

There are three bridges on the section of highway to be relocated from MP 4.53 to MP 7.49. These are untreated timber bridges that were rebuilt and widened in 1935 and 1938. We do not recommend any salvage from them. There may be some signs, sight posts, and guard fence that we would want to salvage.

We recommend that the Bureau of Reclamation be advised that we wish to retain the right to salvage such of the signs, sight posts, and guard fence as we see fit and that the contractor be required to clean up the remainder of these and the bridges the same as they are requiring him to do in the case of the farmers' fences.

Attached is a set of plans covering the grading, oiling and structure of the Emigrant Reservoir Section which we would appreciate your returning after having noted.

I. A. DeFrance
Maintenance Engineer

IAD:je
Enclosure

CC: F. D. Morgan

RECEIVED
AUG 1958
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

IN REPLY
REFER TO: 600

REFERRED TO
De France
State Highway Engineer

August 13, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

In connection with the construction of the enlarged Emigrant Dam, specifications are now being prepared to cover the clearing of the enlarged reservoir area.

After the relocated Highway 66 is constructed and completed, and traffic removed from the old highway to the new highway, will your Department remove all the signs, guard rails, wooden portion of bridges and so forth from the old highway or do you wish to abandon them and leave their removal and disposal up to the Bureau of Reclamation? Proper provisions can be made in our clearing specifications to handle it either way.

Also, our clearing specifications will provide for the removal of all fencing along the highway right-of-way not previously removed by the individuals from whom the abutting lands have been purchased and who retained salvage rights, with the probability that some or all of the fencing will be removed prior to the change over in traffic to the new highway. Will this be objectionable? Your comments on this would be appreciated.

All of the area to be occupied by the enlarged reservoir will have been purchased by December 31, 1958, and it is our intention to have work start on the clearing early in 1959.

Very truly yours,

J. A. Callan
Construction Engineer

RECEIVED
AUG 14 1958
STATE HIGHWAY ...

RECEIVED
AUG 2 1 1958
FOR FILING

August 20, 1958

Mr. J. A. Callan, Construction Engineer
Rogue Project Office
Bureau of Reclamation
Post Office Box 386
Camp White, Oregon

Your File: 600

Dear Sir:

If the Bureau of Reclamation or the Pacific Telephone and Telegraph Company will make application for a permit for a crossing of the new highway right of way at or near Station 75+07, it will be granted subject to the usual restrictions covering these permits.

Coaxial cable crossings in that area are now made on permits rather than easements, and, while in the strict sense of the word a permit might be considered an easement, we do not view them as one and the same. A permit makes any future move or revision of the permittee's facilities an obligation of the owner; an easement, in effect, shifts the responsibility for future moves to the Highway Department. It should be clearly understood that we are referring in this instance to a permit.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. C. J. Quirk, District Plant Engineer
Pacific Telephone and Telegraph Company
Eugene, Oregon

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

IN REPLY
REFER TO: 600

August 15, 1958

State Highway Engineer
State Highway Building
Salem, Oregon

Attention: Forrest Cooper, Deputy State Highway Engineer

Dear Sir:

Please refer to your letter of August 12, 1958 in regard to the proposed Pacific Telephone and Telegraph Company coaxial cable crossing of relocated Highway 66.

An exact duplicate of Drawing 415-128-393, as marked in red crayon by Mr. Stanton of the Pacific Telephone and Telegraph Company, is attached, with certain other notes added in green pencil at this office, as a reference to the following remarks.

The Pacific Telephone and Telegraph Company does not propose to lay any of their new line on the highway right-of-way except to cross it once only. The Bureau has promised to deliver the right-of-way to the State in fee and we cannot, therefore, in good conscience give the Pacific Telephone and Telegraph Company an easement that the fee would be subject to, unless we have your permission, as pointed out by Mr. Quirk in the last paragraph of his letter to you of August 7, 1958.

The Pacific Telephone and Telegraph Company is apparently willing to swap easements as to crossings of Highway 273 and no problem is involved.

The Pacific Telephone and Telegraph Company apparently will not surrender their easement in Section 30 that the new highway will cross unless the easement at Station 75+07 across the new highway right-of-way is granted to them. They apparently do not consider the easement crossing in Section 30 as pertinent, although it will cease to be across a State Highway after the new highway is built.

NOTED
FORREST COOPER

The Bureau is perfectly willing to settle the matter with the Pacific Telephone and Telegraph Company, but we cannot grant the easement wanted without your permission. Please reconsider the matter and advise.

Very truly yours,

J. A. Callan
Construction Engineer

Enclosure

Copy to: C. J. Quirk, District Plant Engineer
Pacific Telephone & Telegraph Company
Eugene, Oregon
w/print of Drawing 415-128-393 as marked

RECEIVED
AUG 18 1958
OREGON
STATE HIGHWAY COMMISSION

HWY. 66

HWY. 66

This is the crossing in Sec. 30 referred to in Hwy. Department Letter of Ju 2, 1958; it is not involved & exist permit will remain in force.

EXISTING

EAS

D.L. 42

D.L. 44

N

30

NEIL CREEK ROAD

500 0 500 1000 1500

SCALE OF FEET

HWY. 66

ENLARGED EMIGRANT

D.L.C. 45

easement

2000' of C
cable to
remove

30
31
32

COAXIAL CABLE DIKE

EXISTING

Easement to be
provided by U.S.B.R.

New c
for thi

Government Taking Line

(HWY. R.O.

R/W Sec. fro
E Henry Alboc
to P.T & T. C

not on
Highway R.O.W.

E HWY. 66 RELO

NT RESERVOIR

D.L.&L.45

32

oo' of coaxial
ble to be
moved.

Coaxial Cable to be abandoned

NG COAXIAL CABLE

New easement requested
for this crossing

WY. R.O.W

Old Hwy. Crossing
Hwy. permit #2411.
Hwy. Dept. of July
WE AGREE & ARE
PERMIT APPLICATI
LOCATION TO THE
CROSSI

PROPOSED RELOCATION

ec. from A.A. Rollins
y Albochten by easement
& T. Co.

R/W Sec.
by easem

RELOCATION

not on Highway R.O.W.

R/W Sec. from Austie Barron.
Pole Line & Cable

Easement to be surrendered

T. 39 S. - R. 2 E. - W.M.
T. 40 S. - R. 2 E.

Lots 5

D.L. Cr. 16

CHWX. 273

rossing covered by O.S.
2411. See letter from
July 21, 1958, par. 2.
E ARE SUBMITTING A NEW
PLICATION TO CHANGE
THE NEW RELOCATED
CROSSING AT THIS POINT

Sec. from Austie Barron
Easement to P.T. & T. Co.

EXHIBIT "A"

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
ROGUE RIVER BASIN PROJECT, ORE.
TALENT DIVISION

EMIGRANT RESERVOIR ENLARGEMENT
P.T. & T. CO. COAXIAL CABLE RELOCATION

DRAWN - F.N.O'C SUBMITTED F. L. O'Connor
TRACED - - - - - RECOMMENDED J. A. Callam
CHECKED E.M.B. APPROVED - - - - - - - - -

JUNE 20-'58 Camp White Ore. | 415-128-393

FORM E-123 SM 4-58

RECEIVED
AUG 15 1958
FOR FILING
15-1063
5250

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 15, 1958

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5250, awarded July 29, 1958, for grading, oiling and structure on the Emigrant Reservoir Section of the Green Springs Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 13 1958
FOR FILING

August 12, 1958

Bogus Project Office
Bureau of Reclamation
U. S. Department of the Interior
Post Office Box 366
Camp White, Oregon

Your File: 600

Attention Mr. J. A. Callan

Gentlemen:

I am attaching a copy of a letter from C. J. Quirk, District Plant Engineer, The Pacific Telephone and Telegraph Company, which refers once again to the matter of moving the coaxial cable, made necessary by enlargement of the Emigrant Reservoir.

It would appear to me that this whole matter is something to be settled by the Bureau of Reclamation, as the moving of the highway and the coaxial cable are the responsibility of the Bureau of Reclamation. At the present time the Pacific Telephone and Telegraph Company occupies its own right of way, which, except for some crossings of the highway, is somewhat remote from the existing road; therefore, the Highway Commission could do widening and straightening work without disruption of the Telephone Company's facilities. It has now been proposed that this cable be placed on the highway right of way and the Highway Commission be saddled with the responsibility for future changes or moves that might be occasioned by work on the highway in the section involved. We have no objection to placing the line on the outer edge of the right of way but do not feel that the Bureau of Reclamation should saddle us with an obligation that we do not now have.

As stated above, I believe that this is a matter for the Bureau of Reclamation to settle with the Telephone Company directly rather than to place the State of Oregon in the disagreeable position of having to negotiate a matter with the Telephone Company that is not of our making. It would seem that the Bureau of Reclamation should face the responsibility in this matter rather than attempt to shift it to the Highway Commission.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms
Encl.
cc Mr. J. C. Quirk cc Mr. W. C. Williams cc Mr. R. L. Porter

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

EUGENE, August 7, 1958

State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

In reply to your letter of July 21, 1958, to the United States Bureau of Reclamation, for the attention of Mr. J. A. Callan, Construction Engineer, a copy of which was forwarded to our Right of Way Agent in our district office in Eugene, it is the purpose and intent of the following text matter to clarify the situation with reference to our request for an easement to cover that portion of the relocation of our coaxial cable across a certain portion of private lands acquired by the United States Bureau of Reclamation to be subsequently deeded to the State of Oregon for highway construction and usage.

Paragraph (2.) of your letter of July 21, 1958 states in effect that the Telephone Company now holds State Highway Permit No. 2411 covering a crossing of State Highway #273 located in the northeast quarter of the southwest quarter of section 32 Twp. 39S.R.2E.W.M., Jackson County, Oregon. There is no objection to the maintaining of our status quo with regard to the above location and it is our intention to submit a permit application covering the above relocation prior to our actual relocation work. It also appears that we are also in occupancy under Permit 2411 at another state highway crossing on Highway #66 located in the northwest quarter of northeast quarter of Section 30. This crossing is not involved in any current negotiations and will continue to remain in force; therefore we see no equitable basis for the use of this location in your refusal to grant our easement request at an entirely new point of crossing the proposed new Highway #66 at Highway Station 75+07 (reference Oregon State Highway Department Drawing #8B-7-7 Emigrant Reservoir Section, Green Springs Highway, Jackson County, Oregon). Your office is no doubt aware that this entire relocation has been made necessary by the current United States Bureau of Reclamation project in the Emigrant Reservoir area and that it requires our relocation from the present route that occupies rights of way thru private lands on easements paid for us and subsequently acquired by the United States Bureau of Reclamation and subject to the aforesaid easements, which the United States Bureau of Reclamation is not asking us to vacate for the consideration of payment for the actual cost of our relocation plus replacing easements in the new location. We feel that the new relocation at Station 75+07 is part of and subject to the preliminary reimbursement arrangements between ourselves and the United States Bureau of Reclamation and that the State Highway Department should allow the replacement of our existing easement with identical rights at the new location prior to our vacating our present location.

A letter to the Construction Engineer, United States Bureau of Reclamation, stating that no objection is made to the granting of such easement prior to the transfer of title to the State of Oregon would clear the way for the early settlement of the entire transaction. Our local right of way department will be glad to assist your office by providing further detailed information if necessary.

Yours very truly,

C. J. Quirk

C. J. Quirk
District Plant Engineer

cc:Mr. O'Connor

RECEIVED
AUG 11 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1958
FOR FILING

July 21, 1958

871

U. S. Department of the Interior
Bureau of Reclamation
Rogue Project Office
Post Office Box 386
Camp White, Oregon

Attention: Mr. J. A. Callan
Construction Engineer

Re: Your File 600

Gentlemen:

Reference is made to your letter of July 10 concerning negotiations with The Pacific Telephone and Telegraph Company relative to its coaxial cable relocation in connection with the Emigrant Reservoir Project.

It appears that The Pacific Telephone and Telegraph Company, while occupying its own right of way, does cross the present highway by a Highway Department permit, No. 2411. This permit calls for the Telephone Company, at its expense, to do any changing or relocating necessary that might be caused by future highway adjustments. It appears to us that, in effect, this crossing is now being moved to new location at the expense of the Bureau of Reclamation and we feel that the same terms should be applied to the new location as were in effect at the existing location. In other words, there is no objection to granting the Telephone Company a permit to cross the new highway, providing it will take care, at its expense, of any adjustments in its facilities that might be caused by future changes in the highway.

A photocopy of the Telephone Company's permit is enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Forrest Cooper
Mr. R. L. Porter

RLP:ih fn

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

IN REPLY
REFER TO: 600

July 10, 1958

PLEASE RETURN TO
FORREST COOPER

State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

In connection with the relocation of Highway 66 around the enlarged Emigrant Reservoir, on which negotiations for an agreement are now in progress between your Department and our Regional Office, the item of the proposed crossing of the relocated highway by the coaxial cable of the Pacific Telephone and Telegraph Company raises a question.

The approximate location of the existing coaxial cable is shown in blue on the attached Drawing No. 415-128-393, and its approximate proposed relocation is shown in red. Negotiations are now in progress between the Bureau and the Pacific Telephone and Telegraph Company on an agreement to cover the relocation of the cable and the abandonment of the existing cable. The Pacific Telephone and Telegraph Co. is very reluctant to abandon their existing easement, which they purchased, unless they can secure an equivalent easement for the relocated cable. Over the area inside the "Government Taking Line", the Bureau is prepared to grant the necessary easement; over the area thru private ownership the Pacific Telephone and Telegraph Co. is making its own arrangements; however, for the crossing of the relocated highway right-of-way, the Company wants an easement that will protect them from expensive relocation costs in the future in case the highway is altered or otherwise changed so as to require further relocation of their cable.

As the proposed agreement between the Bureau and the State covering the relocation of Highway 66 will provide for transfer of title in fee of the right-of-way for the relocated highway from the Bureau to the State, we are not in a position to grant the requested easement to the Pacific Telephone and Telegraph Co. unless it be done with your concurrence and would be acceptable to you as an exception in the transfer of the highway right-of-way.

Please review this item and advise as to the best solution for all parties concerned. We are endeavoring to conclude the negotiations with the Pacific Telephone and Telegraph Co. in a manner that is equitable to them, while at the same time not hindering the conclusion of arrangements for the relocation of Highway 66.

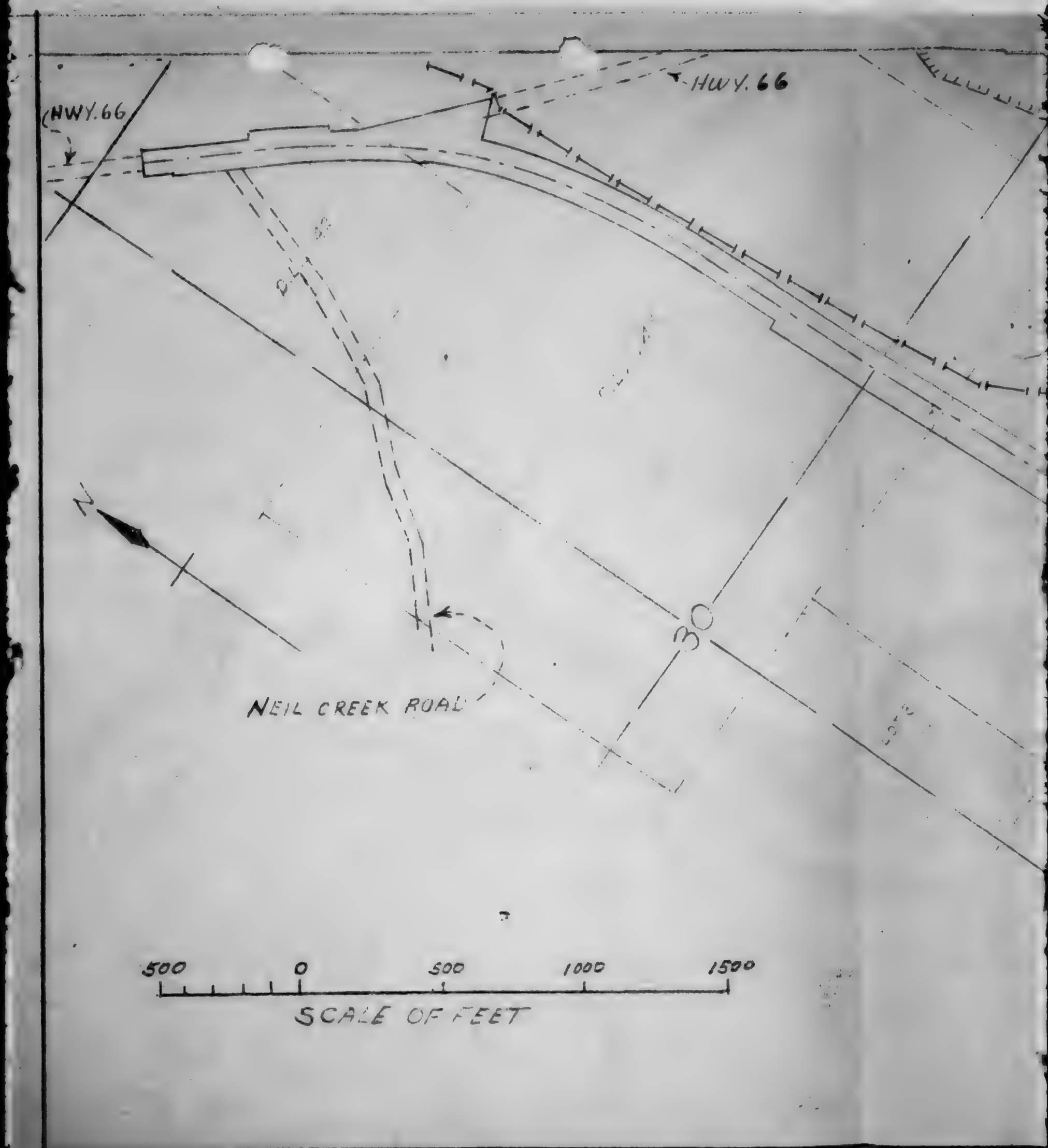
Very truly yours,

J. A. Callan
Construction Engineer

Enclosures

Copy to: Engineer R. C. Stanton
Pacific Telephone and Telegraph Co.
Eugene, Oregon W/print of Drawing 415-128-393

RECEIVED
JUL 14 1958
OREGON
STATE HIGHWAY COMMISSION


HWY. 66
HWY. 66
N
30
NEIL CREEK ROAD
500
0
500
1000
1500
SCALE OF FEET

HWY. 66

ENLARGED EMIGRANT

2000' o
cable
remo

COAXIAL CABLE DIKE

EXISTING

Government Taking Line

(HWY. 6

E HWY. 66 RELO

66

D.L.6.45

IGRANT RESERVOIR

3

2

2000' of coaxial cable to be removed.

Coaxial Cable to be abandoned

EXISTING COAXIAL CABLE

(HWY. R.O.W

PROPOSED RELOCATION

. 66 RELOCATION

T. 39 S. R. 2 E. W.M.

T. 40 S. R. 2 E.

LOT 5

LOT 6

D.L.C. 16

HWY. 273

LOT 5

EXHIBIT "A"

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
ROGUE RIVER BASIN PROJECT, ORE.
TALENT DIVISION

EMIGRANT RESERVOIR ENLARGEMENT
P.T. & T. CO. COAXIAL CABLE RELOCATION

DRAWN - E.M.Q.'C SUBMITTED F. L. Simmons
TRACED - - - - RECOMMENDED
CHECKED E.M.B. APPROVED - - - - - - - - - -

JUNE 20-'58 Comm White, Ore. 415-128-393

RECEIVED
AUG 13 1958
FOR FILING

Salem, Oregon
August 11, 1958

Agreement with Bureau of Reclamation covering relocation around Emigrant Reservoir, Jackson County

Mr. Tom Edwards

Herewith six prints of Exhibit A of the agreement covering the relocation around the Emigrant Reservoir in Jackson County. The Legal Department has extra copies of the agreement and if you want to send the complete agreements to the Resident Engineer and Division Engineer, you may have use for these prints.

G. S. Paxson

GSP:gm
Attach.

FORM E30—50M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 6, 1958
Salem, Oregon

SUBJECT: Relocation of Oregon State Highways Nos. 21 and 273 Emigrant Reservoir - Talent Division, Rogue River Basin Project

To: G. S. Paxson
Assistant State Highway Engineer
O f f i c e

Herewith copy of letter from F. G. Whitaker, Acting Regional Supervisor of Irrigation, Bureau of Reclamation, Boise, Idaho, relative to the above agreement. I am forwarding to you the six prints of Exhibit "A" which were sent to us for such distribution as you wish to make of them. We have extra copies of the agreement if you need them.

G. E. Rohde

G. E. ROHDE
Assistant Counsel

PW:dm
Attach.

RECEIVED
AUG 6 1958
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

RECEIVED
AUG 6 1958
LEGAL DEPT.

IN REPLY
REFER TO: 424

AUG 4 1958

Oregon State Highway Department
Salem, Oregon

Attention: G. E. Rohde

Gentlemen:

Enclosed herewith are six prints of Exhibit "A" (Bureau of Reclamation map No. 415-128-391) to the agreement between the State of Oregon and the United States covering the relocation of Oregon State Highways Nos. 21 and 273 around the Emigrant Reservoir. These additional prints of the exhibit were requested by Mr. Rohde in his letter dated July 29, 1958.

As you know the three copies of the agreement sent with your letter of July 25 finally arrived in this office. Two of these copies were signed and returned for execution on behalf of the State of Oregon. Therefore, no action has been taken in regard to the three copies of the agreement mailed with Mr. Rohde's letter of July 29.

We will be glad to furnish you additional prints of Exhibit "A" if the six enclosed copies are not sufficient.

Very truly yours,

F. G. Irrgang

Acting Regional Supervisor of Irrigation

Enclosures 6

RECEIVED
AUG 1 1958
FOR FILING

Salem, Oregon
August 5, 1958

MISC. CONTRACTS and
AGREEMENTS No. 2001

Mr. Leonard I. Lindas
Chief Counsel
O f f i c e

Attached is a conformed copy of a "Contract" with the Bureau of Reclamation covering the relocation of Highways 21 and 273 around Emigrant Reservoir as part of the development of the Talent Division of the Rogue River Basin Project.

One fully executed copy of the above Contract has been retained in this office for the Commission's files and one fully executed and five conformed copies have been sent to the Bureau of Reclamation, Boise, Idaho.

Secretary

rm
Attach: 1

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY
REFER TO: 420

AIR MAIL

Mr. L. I. Lindas, Chief Counsel
Oregon State Highway Department
Salem, Oregon

Dear Mr. Lindas:

The contract covering the relocation of Highways 21 and 273 around Emigrant Reservoir which was mailed from your office on July 25 was received here this afternoon. Duplicate executed copies are enclosed for execution by the Highway Commission and appropriate officials of your Department. We would appreciate having one executed copy and five conformed copies returned for the records of the Bureau of Reclamation.

You will note one correction has been made on the description on page two of the contract and initialed. It should also be initialed when executed in your office.

This will confirm our previous notice required under Article 7 of the contract that all the right of way required for the relocated highway is available for construction.

Very truly yours,

Wm. H. Tuller
Acting Regional Director

Enclosures

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-19-58 Minute Page 115
H. H. Heaney
Secretary

RECEIVED
AUG 4 1958
FOR FILING

August 5, 1958

United States Department of Interior
Bureau of Reclamation
Regional Office. Region 1
Box 937
Boise, Idaho

Gentlemen:

As requested in your letter of July 29, 1958, we are sending you one fully executed copy and five conformed copies of a "Contract" between the Bureau of Reclamation and the Oregon State Highway Commission covering the relocation of Highways 21 and 273 around Emigrant Reservoir as part of the development of the Talent Division of the Rogue River Basin Project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

RECEIVED
AUG 2 1958
FOR FILING

Class of Service
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

(08)

~~PRA028~~
~~PR BOA019 GOVT~~ PD=WUX BOISE IDA 30 818AMM= 1958 JUL 30 AM 8 25
~~OREGON STATE HI~~ GHWAY DEPT=
ATTN FOREST COOPER SALEM ORG=

CONTRACT FOR RELOCATION OF OREGON HIGHWAYS NOS 2[illegible]
AND 273 AROUND EMIGRANT RESERVOIR POSTMARKED JULY 25
RECEIVED HERE 3 PM YESTERDAY HS BEEN EXECUTED AND
MAILED YESTERDAY=
WM H TULLER ACTING REG DIRECTOR BUREAU OF
RECLAMATION=

NOTED
FOREST SUPPT

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

FORM E-123X 12,500 4-58

Forrest Cooper

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 29, 1958

U. S. Bureau of Reclamation
P. O. Box 937
Boise, Idaho

Attention: F. G. Whitaker

Re: Relocation of Oregon State
Highways Nos. 21 and 273
Emigrant Reservoir - Talent Division
Rogue River Basin Project

Gentlemen:

I have just been informed by Mr. Cooper, of our Department, that a telephone call from you today revealed that you still have not received the three copies of the above-mentioned agreement, revised in accordance with a conference between representatives of your office and this Department, and, which were mailed to you on July 25, 1958.

In accordance with Mr. Cooper's request, I am transmitting to you herewith three additional copies of the revised draft of agreement. We note that these three copies do not have attached thereto the exhibit mentioned in the body of the agreement. We find we have in our file only one copy of the exhibit, it being your Map No. 415-128-391. I trust you will be able to duplicate this map and attach a copy to each form of the agreement. It would also be appreciated if you could transmit to us additional copies of the exhibit so that we may use them in connection with several copies of the agreement necessary for our organization.

Two signed copies of the agreement should be returned to our office.

Very truly yours,

G. E. ROHDE
Assistant Counsel

GER:br
Enc.
cc: Forrest Cooper
G. S. Paxson
Tom Edwards

FILED
FORREST COOPER

RECEIVED
JUL 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1958
FOR FILING

July 29, 1958

Babler Brothers, Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958, accepted your proposal for grading, paving and structure on the Emigrant Reservoir Section of the Green Springs Highway in Jackson County for the sum of $353,602 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5250.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired, otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS -CL. OF SVC.	PD OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 29, 1958

Babler Bros., Inc.
4617 S.E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

Contract for Emigrant Reservoir Section of Green Springs Highway, Jackson County, for which you submitted low bid on June 17, 1958 awarded you today. Contract forms follow shortly

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

RECEIVED
FOR RECORD
7-28-58

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA158

I=(00).

PR BOA265 GOVT DL PD=WUX BOISE IDA 28 253PMM=
OREGON STATE HIGHWAY DEPT=
1958 JUL 28 PM 2 25
ATTN FOREST COOPER SALEM ORG=

AGREEMENT ON RELOCATION OF STATE HIGHWAY AT EMIGRANT RESERVOIR AS REVISED AT MEETING YOUR OFFICE ON JULY 22 NOT YET RECEIVED HERE. RECOMMEND THAT YOU PROCEED WITH AWARD TO BABLER BROS. SINCE THIS OFFICE CONCURS IN THE CONCLUSIONS REACHED ON JULY 22 INCLUDING $375,000 OVERALL CEILING. CONTRACT WILL BE GIVEN IMMEDIATE ATTENTION UPON ARRIVAL.=

Contract awarded July 29-58

WM H TULLER ACTING REGIONAL DIRECTOR BUREAU OF RECLAMATION=

NOTED
FORREST COOPER

Wired to Forest Cooper at Boise - Ok'd approval of 7/29 - Contract awarded

APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
AUG 8 1958
FOR FILING

July 22, 1958

Mr. Wm. H. Tuller
Acting Regional Director
Bureau of Reclamation
Box 937
Boise, Idaho

Dear Mr. Tuller:

I have read your recent letter to Mr. H. B. Glaisyer, Secretary to the Oregon State Highway Commission, which refers to the Emigrant Reservoir project.

In order that there may be no misunderstanding, it may be necessary to have a written agreement covering this project signed by the Bureau of Reclamation before the contract can be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:ms

RECEIVED
AUG 3 1958
FOR FILING

15 1063
257

July 18, 1958

Mr. H. T. Nelson, Regional Director
Bureau of Reclamation
Box 937
Boise, Idaho

Re your File: 150

Dear Mr. Nelson:

We recently transmitted to you copies of a suggested draft of a contract covering relocation of highways made necessary by work on the Emigrant Reservoir in Jackson County. It has just come to my attention that our deadline for the award of this contract to the low bidder, who has now indicated that he will accept the contract, is July 31, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:mo

RECEIVED
JUL 16 1958
FOR FILING

12-16-5
5-15-0

Salem, Oregon
July 16, 1958

Emigrant Reservoir
project award

Mr. Forrest Cooper

Mr. Probert called saying that right of way for the Emigrant Reservoir project was clear and asked about award. I told him to hold award until you returned as I had understood that there was some question about the acceptance by the Bureau of Reclamation of the agreement which you were sending them. We have about 15 days yet in which to make the award.

C. S. Paxson

CSP:gm

RECEIVED
JUL 28 1958
FOR FILING

July 15, 1958

Mr. M. T. Nelson, Regional Director
Bureau of Reclamation
Box 937
Boise, Idaho

Re your File: 150

Dear Mr. Nelson:

I am attaching five copies of a suggested draft of a contract to be entered into between the Bureau of Reclamation and the State Highway Commission in connection with rerouting of highways made necessary by the raising of the Emigrant Dam and Reservoir in Jackson County, Oregon. The suggested draft is modified somewhat from a draft that you sent to the Highway Department on June 20, 1958 which we did not feel reflected the verbal agreement arranged at the conference between the Bureau of Reclamation representatives and this Department.

If the suggested contract meets with your approval, please submit two signed copies for the files of the Highway Commission and as many additional copies as you may wish for your files. Upon receipt of the signed contract from the Bureau of Reclamation the matter will be taken to the Highway Commission for acceptance and approval or whatever action it may deem appropriate.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Parson
Assistant State Highway Engineer

FC:me

Enclosure

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards

Agreement not approved by Bureau of Recl.
Revised agr. sent them by Legal Dept.

FORM E30—60M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1958

SUBJECT:

To: Mr. G. S. Paxson
Assistant State Highway Engineer

O f f i c e

Attached are six copies of a proposed agreement with the Bureau of Reclamation concerning relocation of state highways No. 21 and 273. We are returning to you letter dated June 20, 1958 from H. T. Nelson, Regional Director of the Bureau of Reclamation, Boise, Idaho, and a copy of the proposed relocation contract submitted with said letter.

The attached copies of agreement have been prepared in accordance with recommended changes submitted by Mr. Cooper.

G. E. Rohde w.
G. E. ROHDE
Assistant Counsel

PW/bk
Attachments

IN REPLY REFER TO:

150

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

JUN 20 1958

REFERRED
TO Holland
FOR Rewland
G. F. ROHDE

State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

There are enclosed for your review and approval three copies of proposed relocation contract between the State of Oregon, acting by and through its State Highway Commission, and the Bureau of Reclamation, covering relocation of portions of Oregon State Highways Nos. 66 and 273, made necessary by the enlargement of the Emigrant Reservoir, Talent Division, Rogue River Basin Project, Oregon.

We have endeavored to make the agreement as concise as possible and believe that it covers all of the elements discussed in negotiations with your office.

Under the terms of the agreement, the State will construct the relocated highway in accordance with specifications on which bids were received on June 17, 1958. We note that your specifications include a provision on page 5 for completing of grading work and placing of sufficient base material thereon to carry existing highway traffic between Stations 8+00 and 116+00 by not later than August 1, 1959, in order to coordinate the highway relocation work with Bureau construction operations. As you are well aware, it is important that this schedule be met to permit construction of the highway saddle dike. Our specifications on the enlargement of Emigrant Reservoir contain the same date for commencement of work on the dike.

We have included a provision in article 8 of the proposed agreement under which the State quitclaims to the United States, effective December 31, 1959, all the State's right, title and interest in the portions of the existing highways being relocated under the terms of the proposed agreement. This date was selected on the assumption that the construction work will be completed by this date, but if you consider a later date required, we would have no objection to its inclusion in the agreement.

NOTED

Article 9 of the proposed agreement provides that the United States shall pay to the State the actual cost of construction of the relocated highway less the sum of $50,000, plus 7% of the difference for engineering costs. The $50,000, of course, represents the obligation of the State for constructing the relocated highway to higher standards. The 7% allowance for engineering costs to be applied to the total actual cost less $50,000 is based upon the engineering percentage which Mr. Edwards indicated to Bureau representatives as being used by the State in connection with its work. The article further provides that the obligation of the United States under the contract shall in no event exceed the sum of $330,000. As you are aware, we are required to include an over-all maximum in all of our relocation contracts. The amount of $330,000 was arrived at by taking the low bid price of $353,602, deducting the State's contribution of $50,000, and applying the 7% engineering factor to the remainder. This produced the figure of $324,854, which we have increased to $330,000 to take care of minor increases in costs or quantities.

Under the terms of article 10 of the agreement, provision is made for partial payments as the work progresses.

If the agreement is satisfactory to you, it will be appreciated if you will present it to the State Highway Commission for approval and execution, and return to the Bureau for execution on behalf of the Government.

We do not believe that there should be any delay in making an award of the contract on the low bid received on June 17. It appears all necessary rights-of-way will be available by July 1. If you have any questions regarding the contract, we suggest, in order to minimumize any delay, that you call this office and ask for Messrs. Whitaker and Van Uden.

Sincerely yours,

H. T. Nelson

H. T. Nelson
Regional Director

Enclosures

RECEIVED
JUN 2 [illegible]
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Talent Division
Rogue River Basin Project, Oregon

CONTRACT BETWEEN THE BUREAU OF RECLAMATION AND THE STATE OF OREGON FOR RELOCATION OF PORTIONS OF OREGON STATE HIGHWAYS NOS. 66 AND 273

THIS CONTRACT, entered into this day of , 1958, pursuant to the Act of Congress of June 17, 1902 (32 Stat. 388), and acts amendatory thereof or supplementary thereto, hereinafter collectively referred to as the Federal Reclamation Laws, between THE UNITED STATES OF AMERICA and its assigns, hereinafter referred to as the United States, represented by the Regional Director, Region 1, Bureau of Reclamation, hereinafter referred to as the Regional Director, and the STATE OF OREGON, a body politic, hereinafter referred to as the State, acting by and through its State Highway Commission,

WITNESSETH, THAT:

2. WHEREAS, the United States proposes to increase the present water storage capacity of the Emigrant Reservoir as part of the development of the Talent Division of the Rogue River Basin Project, Oregon, by enlarging the present reservoir which will inundate and render useless portions of Oregon State Highways Nos. 66 and 273; and

3. WHEREAS, the United States is willing to provide funds for the relocation of said portions of Oregon State Highways Nos. 66 and 273, to standards of the existing highways; and

4. WHEREAS, the State desires to construct said relocated portions of the highways to a higher standard and to provide additional facilities and is willing to pay the cost of such higher standards and additional facilities;

NOW, THEREFORE, in consideration of the mutual covenants herein set forth, the parties hereto agree as follows:

5. The State shall relocate that portion of existing State Highway No. 66 now located through the northwest quarter ($NW\frac{1}{4}$) of section thirty-four (34), the south half of the southeast quarter ($S\frac{1}{2}SE\frac{1}{4}$) of section twenty-eight (28), the north half of the north half ($N\frac{1}{2}N\frac{1}{2}$), and the southwest quarter of the northwest quarter ($SW\frac{1}{4}NW\frac{1}{4}$) of section thirty-three (33), the north half ($N\frac{1}{2}$) of section thirty-two (32), the west half ($W\frac{1}{2}$) of section twenty-nine (29), and the northeast quarter ($NE\frac{1}{4}$) of section thirty (30); and that portion of State Highway No. 273 located through the west half ($W\frac{1}{2}$) of section thirty-two (32), all being in township thirty-nine (39) south, range two (2) east, Willamette meridian, Oregon, and as shown colored in blue on the plat attached hereto, marked Exhibit "A", and by this reference made a part hereof. The relocated highway will be located through the northwest quarter ($NW\frac{1}{4}$) of section thirty-four (34), the north half ($N\frac{1}{2}$) of section thirty-three (33), all of section thirty-two (32), the northeast quarter ($NE\frac{1}{4}$) of section thirty-one (31) and the east half ($E\frac{1}{2}$) of section thirty (30), all in said township thirty (30) south, range two (2) east, Willamette meridian. The general

location of the relocated highway, as delineated by its right-of-way lines, is shown shaded in red on Exhibit "A".

6. The relocated highway shall be constructed by the State in accordance with the location, standards and specifications set forth in the State's specifications covering the work to be performed on said relocated highway. These specifications have been reviewed and approved by the United States.

7. The United States shall acquire at its sole cost and expense all right-of-way for the relocated highway, and shall, upon completion of the required construction by the State, convey fee simple title for such right-of-way to the State by good and sufficient deed of conveyance.

8. The State hereby quitclaims to the United States, effective December 31, 1959, all its right, title and interest in those portions of the existing highways being relocated under the terms of this agreement. The general location of the portions of the highways being quitclaimed to the United States is shown shaded in blue on the attached Exhibit "A".

9. For and in consideration of the covenants herein contained the United States shall pay to the State the actual cost of construction of the relocated highway, less the sum of fifty thousand dollars ($50,000), plus seven percent (7%) of the difference for engineering costs. The fifty thousand dollar ($50,000) amount represents the obligation of the State for constructing the relocated highway to higher standards

and providing additional facilities. The obligation of the United States under this contract, however, shall in no event exceed the sum of three hundred thirty thousand dollars ($330,000).

10. Payments by the United States shall be made as work progresses on the construction of the relocated highway. The United States shall be furnished monthly statements certified to be correct, showing the cost paid to the contractors by the State for the period covered by the statement. Said statements shall be supported by such information as is required by the United States to review the statement, and officers of the United States shall be permitted to check the work records pertaining to any such work and all other books, accounts and records of the State to determine the correctness of the statement. Payment by the United States to the State shall be made as soon as possible after verification and approval of the cost statement, Provided, however, That until such time as the State has paid its share of the construction costs, as provided in article 9, only one-half of the amount shown on the cost statements shall be paid by the United States and the remaining one-half shall be considered an obligation of the State. When the State has thus paid its obligation of fifty thousand dollars ($50,000), the United States shall assume full payment of the cost statements subject only to the over-all limitations in article 9.

11. The State, upon completion of the relocation work provided for herein, accepts the relocated highway as full and just compensation for any and all damages and injuries which have been caused to the facilities relocated hereunder by reasons of the construction and maintenance of the Emigrant Dam and Reservoir by the United States.

12. This contract shall be binding upon the successors and assigns of the parties hereto.

13. The liability of the United States and of the State under this contract is contingent on the necessary appropriation and the reservation of funds being made therefor.

14. The State warrants that no person or agency has been employed or retained to solicit or secure this agreement upon any arrangement or understanding for a commission, percentage, brokerage, or contingent fee, except bona fide established commercial agencies maintained by the State for the purpose of securing business. For breach or violation of this warranty, the United States shall have the right to annul this agreement without liability or in its discretion to deduct from the consideration provided herein the amount of such commission, percentage, brokerage, or contingent fee.

15. The State agrees not to discriminate against any employee or applicant for employment because of race, religion, color, or national origin, in connection with the performance of work under this contract. The aforesaid provision shall include, but not be limited to, the following: employment, upgrading, demotion, or

transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The State agrees to post hereafter in conspicuous places, available for employees or applicants for employment, notices to be provided by the Regional Director setting forth the provisions of the nondiscrimination clause. The State further agrees to insert the foregoing provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

16. No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this contract, or to any benefit that may arise herefrom, but this restriction shall not be construed to extend to this contract if made with a corporation or company for its general benefit.

IN WITNESS WHEREOF, the parties hereto have caused this contract to be executed the day and year first above written.

THE UNITED STATES OF AMERICA

By _____
Regional Director, Region 1
Bureau of Reclamation
P. O. Box 937, Boise, Idaho

ATTEST:

_____
Secretary

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

APPROVED:

_____
State Highway Engineer

By _____
Commissioner

By _____
Commissioner

APPROVED AS TO FORM:

_____
Chief Counsel

STATE OF IDAHO)
) ss.
County of Ada)

On this day of , 1958, personally appeared before me, , to me known to be the official of the United States of America that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said United States, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(SEAL)

Notary Public for Idaho
Residing at Boise
My commission expires:

STATE OF OREGON)
) ss.
County of)

On this day of , 1958, personally appeared before me , , and , to me known to be the members of the Highway Commission of the State of Oregon that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said State of Oregon, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(SEAL)

Notary Public for the
State of
Residing at:
My commission expires:

13 18
24 19

18 17
19 20

DONATION LAND CLAIM 40

GOV LOT 3

GOV. LOT 2

GOV. LOT 1

Emigrant

DONATION LAND CLAIM 48

DONATION LAND CLAIM 49

GOV. LOT 6

GOV. LOT 5

GOV. LOT 4

GOV LOT 4

GOV. LOT 5

200' Flowage easement along draw

GOV. LOT 3

GOV LOT 7

19

20

SPILLWAY

DONATION LAND CLAIM 41

DONATION LAND CLAIM 43

GOV LOT 8

To Ashland

66

STATION 8+00
BEGIN RELOCATION

GOV LOT 9

24 19
25 30

19 20
30 29

DONATION LAND CLAIM 42

GOV LOT

T. 39 S. - R. 2 E.

17 | 16 | 15
20 | 21 | 22

DONATION LAND CLAIM 49

GOV. LOT 1

GOV. LOT 2

Creek

East Lateral

EMIGRANT DAM
(ENLARGED)

20 | 21
29 | 28

21 | 22
28 | 27

RESER

15 14
22 23

22

23

22 23
27 26

14 13
23 24
23 24
26 25

GOV LOT 8
GOV LOT 7
GOV LOT 6
GOV. LOT 5
GOV LOT 3
GOV LOT 4
GOV LOT 1
GOV LOT 2
GOV. LOT 1
GOV. LOT 2
GOV. LOT II
GOV. LOT 6
GOV LOT 7
GOV. LOT 8
F 40
Road
Neil Creek
HIGHWAY SADDLE DIKE
DONATION LAND CLAIM 44
DONATION LAND CLAIM 45
DONATION LAND CLAIM 46
CEMETERY
COAXIAL CABLE DIKE
EMIGRA
R. 1 E.
R. 2 E.
30
29
31
32
25 30
36 31
30 29
31 32
36 31
1 6
31 32
6 5

GOV LOT 3

GOV LOT 4

GOV LOT 5

GOV LOT 1

GOV LOT 2

COV LOT 3

GOV. LOT 4

GOV. LOT 5

VOIR

(ENLARGED)

GOVERNMENT TAKING LINE

PRIVATE

O. S. H. D. Quarry Site (Tentative)

Oregon State Highway "66"

℄ Hwy. "66" Relocation

R.O.W. Lines

Ashland Lateral

Sampsor

DONATION LAND CLAIM 47

Hill

Creek

29 28 / 32 33

28 27 / 33 34

32 33 / 5 4

33 34 / 4 3

29 28 32 33

T. 39 S.-R. 2 E. W.M.

T. 40 S.-R. 2 E.

27

26

Sampson Creek

27 26
34 35

STATION 255+00
END RELOCATION

Emigrant

34

35

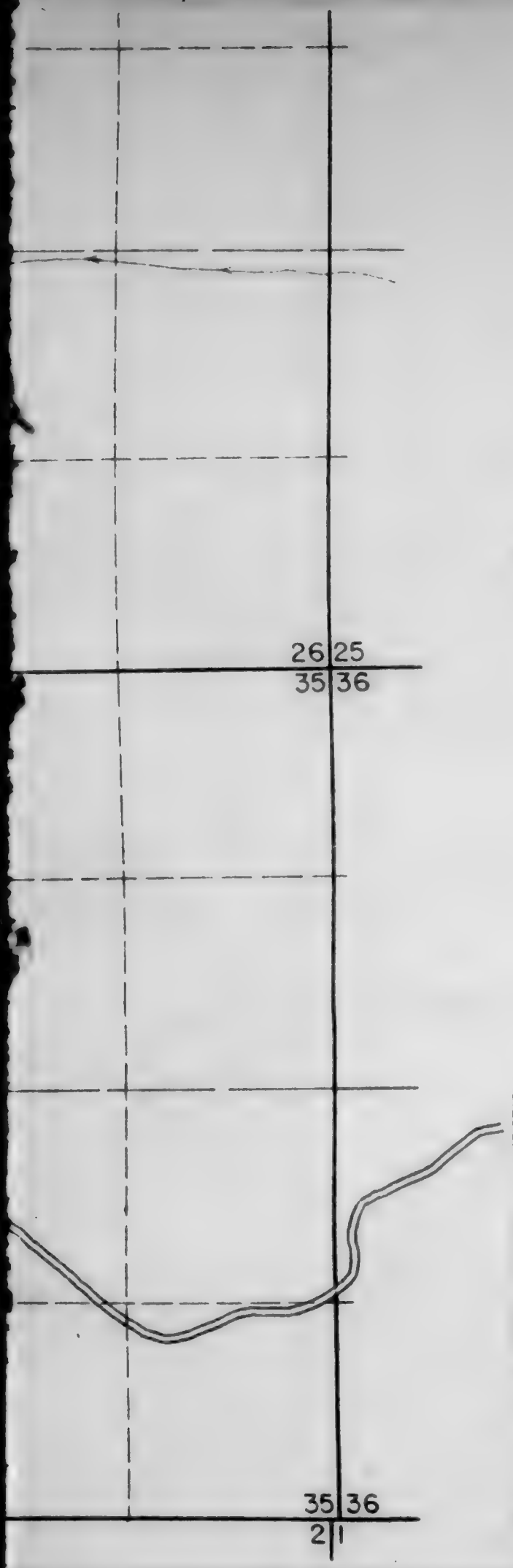
To Klamath Falls

Creek

Buckhorn Springs Road

Carter Creek

34 35
3 2



1000 0 1000 2000 3000 4000

SCALE OF FEET

EXHIBIT "A"

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
ROGUE RIVER BASIN PROJECT, OREGON
TALENT DIVISION

OREGON STATE HIGHWAY RELOCATIONS FOR ENLARGED EMIGRANT RESERVOIR

DRAWN ELC — SUBMITTED F. L. O'Connor

TRACED ELC — RECOMMENDED J. A. Larsen

CHECKED F.J.O'C. — APPROVED

CAMP WHITE, OREGON JUNE 16, 1958

415-128-391

RECEIVED
JUL 1958
FOR FILING
15-142
5-50

July 14, 1958

Mr. Wm. H. Tuller
Acting Regional Director
U.S. Bureau of Reclamation
Box 937
Boise, Idaho

Ref: 420

Dear Mr. Tuller:

I wish to thank you for your letter of July 9, 1958 with reference to the relocation of Highway 66 around Emigrant Reservoir. I am sorry that a misunderstanding has developed with regard to the award of the contract for this improvement to Babler Brothers, Inc., Portland.

My letter of July 7 was intended simply to inform you of the action that was taken by the Highway Commission at its meeting on June 19 with respect to the financing of this project and the award of the contract to Babler Brothers. That statement was correct. The Commission did refer the bids to the Engineer with authority to award the contract to Babler Brothers if and when the Bureau of Reclamation concurred therein. Babler Brothers are very successful contractors and have been doing work for the State Highway Department for many years, so it did not occur to me that there was any question about their accepting the award. I was unaware of what had transpired since the Commission took action, so will you please accept my sincere appology for misleading you.

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMM.

HDG:jmc

cc: W. C. Williams

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY
REFER TO: 420

JUL 9 1958

AIR MAIL

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Your letter of July 7, 1958 states that no award has been made on the contract with Babler Brothers, Inc. on their bid of $353,602.00 for relocation of Highway 66 around Emigrant Reservoir because the Bureau of Reclamation has not concurred in the award.

There has evidently been some misunderstanding since our letter of June 20, 1958 to the State Highway Engineer, a copy of which is enclosed, was intended to provide this concurrence. This letter also transmitted a draft of proposed relocation contract between the Bureau and the State. To date we have not had any written comments on this proposed agreement.

Your letter also stated that the Bureau had agreed to a $50,000 contribution on the part of the State. This agreement was based on proceeding under the $353,602.00 bid since it was our feeling that such a contribution was not entirely in accord with our understanding of the discussions with the Commission on May 9. However, on the basis of the favorable bid we were able to proceed on the basis of this contribution by the State within our cost limits.

From a recent conversation with members of the Highway Department's staff we understood that the delay in award was being caused by the fact that the low bidder had indicated he might not be able to perform rather than by lack of our concurrence. We certainly concur and are most anxious that the award be made on the $353,602.00 bid. If there is anything further we can do to expedite the matter please feel free to call on this office.

Very truly yours,

W. H. Tuller

Acting Regional Director

ANSWERED
H. B. GLAISYER

Enclosure

Copy to: Oregon State Highway Engineer
Proj.Const.Engr.,Camp White, Oregon
(w/c incoming ltr)

C O P Y

June 20, 1958

State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

There are enclosed for your review and approval three copies of proposed relocation contract between the State of Oregon, acting by and through its State Highway Commission, and the Bureau of Reclamation, covering relocation of portions of Oregon State Highways Nos. 66 and 273, made necessary by the enlargement of the Emigrant Reservoir, Talent Division, Rogue River Basin Project, Oregon.

We have endeavored to make the agreement as concise as possible and believe that it covers all of the elements discussed in negotiations with your office.

Under the terms of the agreement, the State will construct the relocated highway in accordance with specifications on which bids were received on June 17, 1958. We note that your specifications include a provision on page 5 for completing of grading work and placing of sufficient base material thereon to carry existing highway traffic between Stations 8+00 and 116+00 by not later than August 1, 1959, in order to coordinate the highway relocation work with Bureau construction operations. As you are well aware, it is important that this schedule be met to permit construction of the highway saddle dike. Our specifications on the enlargement of Emigrant Reservoir contain the same date for commencement of work on the dike.

We have included a provision in article 8 of the proposed agreement under which the State quitclaims to the United States, effective December 31, 1959, all the State's right, title and interest in the portions of the existing highways being relocated under the terms of the proposed agreement. This date was selected on the assumption that the construction work will be completed by this date, but if you consider a later date required, we would have no objection to its inclusion in the agreement.

Article 9 of the proposed agreement provides that the United States shall pay to the State the actual cost of construction of the relocated highway less the sum of $50,000, plus 7% of the difference for engineering costs. The $50,000, of course, represents the obligation of the State for constructing the relocated highway to higher standards. The 7% allowance for engineering costs to be applied to the total actual cost less $50,000 is based upon the engineering percentage which Mr. Edwards indicated to Bureau representatives as being used by the State in connection with its work. The article further provides that the obligation of the United States under the contract shall in no event exeeed the sum of $330,000. As you are aware, we are required to include an over-all maximum in all of our relocation contracts. The amount of $330,000 was arrived at by taking the low bid price of $353,602, deducting the State's contribution of $50,000, and applying the 7% engineering factor to the remainder. This produced the figure of $324,854, which we have increased to $330,000 to take care of minor increases in costs or quantities.

Under the terms of article 10 of the agreement, provision is made for partial payments as the work progresses.

If the agreement is satisfactory to you, it will be appreciated if you will present it to the State Highway Commission for approval and execution, and return to the Bureau for execution on behalf of the Government.

We do not believe that there should be any delay in making an award of the contract on the low bid received on June 17. It appears all necessary rights-of-way will be available by July 1. If you have any questions regarding the contract, we suggest, in order to minimumize any delay, that you call this office and ask for Messrs. Whitaker and Van Uden.

Sincerely yours,

(Signed) H. T. Nelson

Regional Director

Enclosures

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

IN REPLY
REFER TO: 600

15-1062
5450

July 11, 1958

State Highway Engineer
State Highway Building
Salem, Oregon

Dear Sir:

Please be advised that all right-of-way required for the relocation of Highway 66 (Green Springs Highway) around the enlarged Emigrant Reservoir is now available to the United States.

It may be utilized by your Department for the highway relocation pending actual transfer to the State under the terms of the agreement now under negotiation.

Very truly yours,

J. A. Callan
Construction Engineer

Copy to: Regional Director, Boise, Idaho

cc Ed
Robert
Porter

RECEIVED
JUL 14 19
STATE HIGHWAY COMMISSION

July 7, 1958

Mr. Harold Nelson, Regional Director
United States Bureau of Reclamation
Box 937
Boise, Idaho

Dear Mr. Nelson:

You appeared before the State Highway Commission at its meeting on May 9, 1958, and requested state cooperation in the reconstruction of Highway ORE66, (Green Springs Highway), necessitated by construction of the proposed Talent Reservoir. The Commission gave you no definite answer at that time but referred the matter to the State Highway Engineer with instructions to confer with officials of the Bureau of Reclamation in an attempt to reach agreement.

At the meeting of the Highway Commission held on June 19, 1958, the Engineer reported that he had discussed this matter with your engineering staff and that agreement had been reached subject to the approval of the Commission, whereby the State Highway Department would contribute $50,000 toward the cost of the reconstruction work which represents the percentage of the increased pavement width and is 10 per cent of the estimated cost of the total project. This note is simply to inform you that the Highway Commission approved such solution of the problem.

On June 17, 1958, bids were received by the State Highway Department for grading, paving and bridge construction on the Emigrant Reservoir Section of this highway. Babler Brothers, Inc., Portland, submitted the low bid for this job at $353,602.00. There were nine higher bids. The bids were referred to the Highway Commission at its meeting on June 19 at which time the Commission authorized the Engineer to award the contract to Babler Brothers, Inc., if and when the Bureau of Reclamation concurred in the award. The contract has not been awarded as of this date because such concurrence has not, as yet, been received.

This note is simply to inform you of the Highway Commission's action relative to participating in the financing of the project and the awarding of the contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:js

RECEIVED
JUN 24 1958
FOR FILING

E-1X2
5250

June 23, 1958

705
718

Babler Brothers, Inc.
4017 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958, accepted your bid in the amount of $253,[illegible]82 for grading, paving, and structures on the Emigrant Reservoir Section of the Green Springs Highway in Jackson County, which was the low bid received for that job June 17, 1958. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ja

cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC
I. D. Merchant

RECEIVED
JUL 15 1958
FOR FILING

15-1063

5250

~~3-26~~ 6/19

3 k -1
6/19

STATE HIGHWAY COMMISSION MEETING

Delegation Bureau of Reclamation, Boise, Ida., re Emigrant Reservoir problem and proposed relocation of State Hwy. 27 at Prineville Reservoir.

Date May 9, 1958

Time 2:00 p.m. (and 3:15

7c
7-16

Name	City or Town	Capacity
Harold Nelson (spokesman)	Boise	RegionalDirector. Bureau of Reclam.
Homer Moore	Ashland	Talent Irrigation District
W. H. Hoffbuhr	"	Sec.,Mrg. "
F. G. Whittiger	Boise	Bureau of Reclam.
W. L. Karrer	Prineville	Construction Engr., Bureau of Reclam.
J. A. Callen	Medford	"
LaSalle Coles	Prineville	Ochoco Irrigation District.
Lee McCallister	Salem	Bureau of Reclamation
[illegible]		
Neil Butterfield		National Park Service

RECEIVED
MAY 21 1958
FOR FILING
15-1063
5250

3l (2)
2:00 pm

Salem, Oregon
May 5, 1958

Mr. Tom Edwards
Construction Engineer
Department

Items which the Bureau of Reclamation wishes included in relocation of Highway 66 necessitated by Emigrant Reservoir reconstruction

205
7-8

I am attaching a copy of a letter dated May 1, 1958 from J. A. Callan, Construction Engineer of the Bureau of Reclamation, in which he lists a long series of items to be included in the revision of Highway 66 made necessary by the reconstruction of the Emigrant Reservoir.

While we have as yet not been able to work out an agreement with the Bureau covering this project, I suggest that you have the list of items analyzed and prepare a draft of a letter to the Bureau of Reclamation giving our comments on each specific item. If at the time your rough draft reaches here we are not in agreement with them, I will add what appropriate remarks are necessary to the draft before sending it to the Bureau.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Encl.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

IN REPLY
REFER TO: 600

May 1, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Relocation of Highway 66 around Emigrant Reservoir -- Jackson County

Dear Sir:

Please refer to our letter of March 5, 1958, in which certain recommendations were made as to location of road approaches and as to other features.

Since that time there have been some changes made in road approach locations, as well as some revisions in right-of-way; also, referring to Items 1, 2, 3 and 4 of our letter of March 5, our recommendations on these items should be brought up to date, and a few other items mentioned that should be included in the specifications.

A listing of all recommendations, revised to date, for changes in your plans and specifications are as follows:

RIGHT-OF-WAY

(1) Sta. 8+00 to Sta. 9+00 -- right side -- change R.O.W. from 50' to 45' (This change is to accommodate an existing well and well-house and meets with the approval of Resident Engineer McCormick).

(2) Sta. 11+80 to Sta. 14+50 -- left side -- Change R.O.W. from 60' to 70' (This change made at request of Resident Engineer McCormick to accommodate channel change).

(3) Sta. 55+00 to Sta. 58+00 -- right side -- Change R.O.W. from 100' to 75' (This change discussed with Mr. Edwards at meeting in Salem, April 2, and met with his approval).

(4) Slope easement Sta. 84+50 to Sta. 86+00 -- right side -- Change 265' width from Station 85+50 to Station 86+00 from 265' to 50'. (This change needed to avoid including an existing house in the easement. It has been checked in the field with Resident Engineer McCormick and meets with his approval.)

(5) Sta. 255+00 back to intersection with R.O.W. of existing highway -- left side -- Change R.O.W. from 100' to 50'. This results

in new R.O.W. starting about Sta. 251+50 and wedges out to 30' + 20' or 50' total at Station 255+00 (This change discussed with Resident Engineer McCormick and he gave the revised R.O.W. as minimum he could get by with. Change made necessary by unwillingness of property owner to sell full width. Rather than prejudice acquisition of this R.O.W. as well as other parcels in same ownership, it was believed advisable to only take the absolute minimum necessary.)

ROAD APPROACHES

The location of road approaches are as follows:

Station 9+00 left -- Farm entrance.
Station 9+13 right -- Farm entrance.
Station 11+10 left -- Farm entrance.
Neil Creek Road right Station 11+30±.
Station 16+10 right -- Farm entrance.
Existing lane from left opposite Station 16+60.
Station 20+10 -- right and left -- Farm entrances.
Station 39+25 -- right and left -- Farm entrances.
Station 51+60 -- right -- Farm entrance.
Station 55+00 -- left -- entrance road to Cemetery.
Station 67+50 -- right -- Farm entrance.
Station 83+00 -- right -- Farm entrance.
Station 86+50 -- right -- Farm entrance.
Station 103+50 -- right -- Farm entrance.
Existing Highway 273 -- crosses at Station 116+00± -- Keep open in both directions.
Station 123+00 -- right -- farm entrance.
Station 141+00 -- right and left -- Farm entrances.
Station 149+25 -- right and left -- Farm entrances.
Your road connection at Station 172+65 -- leave to connect to remains of existing highway both ways.
Station 182+00 -- left -- farm entrance.
Station 252+00± -- connection to existing highway to permit travel back to west on remains of existing highway.

MISCELLANEOUS ITEMS AND NOTES

(1) Two oak trees within the right-of-way between Stations 9+50 and 10+00 are to be cut down by the road contractor and placed on the adjacent Brophy property (right of Highway Station 8+00 to Neil Creek Road) at a location to be specified by Mrs. Brophy (This item was discussed with Resident Engineer McCormick and he thought it advisable to include it in your specifications. The property owner wanted this concession as part of the consideration in securing right-of-way from her.

(2) Construct a non-pressure 12-inch culvert for irrigation purposes across the highway, edge of construction to edge of construction, at Station 30+00 (old Item 1 in letter of March 5, 1958.)

(3) All requirements for an underpass at Station 39+25 are deleted (This item was discussed at the meeting in Salem, April 2, and deletion recommended at that time -- Item 4 in letter of March 5, 1958).

(4) Maintain an existing pipeline, (crossing the highway in a northeasterly-southwesterly direction at Station 51+65) in service until July 31, 1958.

(5) Requirement for a bridge over the Ashland Lateral in the vicinity of Station 766+50 deleted (Item 3 of letter of March 5, 1958, discussed at the meeting in Salem, April 2.)

(6) Construct a 12-inch irrigation pressure line across the highway at Station 172+65 (Item 2 of letter of March 5, 1958. This item was discussed at meeting in Salem, April 2, and a map giving details was furnished. This map also furnished data for the Ashland Lateral channel change. Also discussed was the necessity for keeping the Ashland Lateral in service during the irrigation season and the necessity for keeping one turnout from the Ashland Lateral at the site of the channel change in service during the 1958 irrigation season only).

(7) The wood-stave siphon at Station 219+25 will have to be kept in service during the 1958 irrigation season. (Discussed at meeting in Salem, April 2).

It is realized that some of the above items are repetitious in that they were discussed and taken care of at the April 2, meeting in Salem. However, they are repeated here to group all of our recommendations to date in one letter.

Thank you for your cooperation in this matter.

Very truly yours,

J. A. Callan
Construction Engineer

Copy to: Resident Engineer McCormick
Oregon State Highway Department
North Pacific Highway
Medford, Oregon

F. D. Morgan
Division Engineer
Oregon State Highway Department
P. O. Box 551
Roseburg, Oregon

FORM E-30 SOM 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1958

SUBJECT: Rogue River Basin Project
(Emigrant Reservoir)
Green Springs Highway

To:
Tom Edwards
Construction Engineer
O f f i c e

We have reviewed the economic analysis of the Neil Creek - Emigrant Creek section of the relocation of the Green Springs Highway, No. 21, resulting from the expansion of the Emigrant Reservoir. The data as contained in the original economic analysis, as near as can be determined, apply to conditions as they exist today.

The required relocation of the Green Springs Highway increases the travel distance of the motor vehicle user by 0.7 of a mile compared to the existing highway. This increase in distance will require the motor vehicle user to spend in annual operating costs an additional $24,300. Because the relocated line has a better surface, has reduced rise and fall, and has improved alignment, a savings in operating costs to the extent of $10,100 will accrue; the net results being an increase in annual operating costs to the motor vehicle operator of $14,200.

The additional operating costs of $14,200 is the equivalent of an additional capital investment of $278,500.

F. B. Crandall
Traffic Engineer

RCB:mp
cc: G. S. Paxson
Jack Rowland

~~PRELIMINARY~~
~~SUBJECT TO CHANGE~~

REFERRED TO
Cooper
By Construction Engineer
for your info.

CONSTRUCTION DIVISION
RECEIVED
APR 30 1958

NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ COE

RECEIVED
APR 25 1958
FOR FILING

Salem, Oregon
April 23, 1958

Green Springs Highway relocation,
Emigrant Reservoir reconstruction

Mr. Tom Edwards
Construction Engineer
Department

Officials of the Bureau of Reclamation are objecting to the proposal that we recently made to them in connection with relocation of the Green Springs Highway made necessary by the reconstruction of the Emigrant Reservoir. They will appear before the Highway Commission on May 9 to discuss the matter.

Please prepare a comparison sheet of the old and new routes showing lengths, degree of curvature, rise and fall, delta, also a BQ or economic study showing the increased cost to the motorist due to the increased length. Any other information that you may have that is pertinent I would appreciate.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams

April 22, 1958

Mr. H. T. Nelson
Regional Director
Bureau of Reclamation
Box 937
Boise, Idaho

Dear Mr. Nelson:

I am in receipt of a carbon copy of your letter of April 18, 1958, directed to Mr. W. C. Williams, State Highway Engineer, in which, among other things, you request an appointment with the State Highway Commission at its meeting on May 8 and 9, 1958 to discuss the Emigrant Reservoir problem and the proposed relocation of State Highway 27 at Prineville Reservoir.

I have discussed this matter with Mr. Williams, and at his suggestion I am writing you to state that it will be quite satisfactory for you to appear before the Commission at such meeting. As mentioned in your letter, the meeting will be held in Portland on Thursday and Friday, May 8 and 9, 1958. Delegations will be heard on the second day, Friday May 9th, on which day I am reserving for your convenience fifteen minutes of time, starting at 2:00 p.m., which is the earliest unassigned time available.

The Commission holds its meetings in the Queens Room in the basement of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

RECEIVED
APR 3 1958
FOR FILING

15-1063
AIRMAIL

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION 1
BOX 937, BOISE, IDAHO

IN REPLY
REFER TO: 420

APR 18

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

As you know, the construction of Emigrant Reservoir by the Bureau of Reclamation requires the relocation of Oregon State Highway 66 around the reservoir.

Your office has made a location and prepared an estimate on the 4.8-mile proposed relocation around the reservoir resulting in an estimate of $575,760.00. This was later revised as a result of a meeting in your office on April 2, 1958 to $501,580.00.

Arriving at agreement as to what is "replacement in kind", the limit of our authority in these matters, is always a problem in highway relocation and, although it is certainly agreed that the type of road you have designed is needed, we feel that it is not equitable to classify this entirely as "replacement in kind". Although the Federal government is involved in the construction of the Talent Division, all costs are chargeable to the project, and, of course, become the obligation of a limited group of project water and power users.

As a possible solution, it was proposed that the Bureau pay the State a value for the old road, and the State use this money as its share in the usual matching arrangement on primary state highways. Mr. Edwards of your office informed us that such a solution was not possible, since the matching funds for which you are eligible are committed for the next two years. This morning's press reports indicate that the Federal government proposes to make additional road funds available to the states. We are wondering if our proposed solution to the Emigrant road problem might become possible with these increased federal funds.

Since you have plans and specifications ready for issuance, this arrangement would allow immediate construction thereby fulfilling the Federal government's objective of concentrating on jobs that will stimulate the general economy.

Sincerely yours,

Assistant Regional Director

We would like to make an appointment to meet with the Highway Commission on May 8 or 9 to discuss this problem, and the relocation problem at Prineville Reservoir on State Highway 27. If you believe, however, that a meeting with you in advance of the Highway Commission meeting would be productive, arrangements can be made for participation by this office.

Very truly yours,

H. T. Welsh

Regional Director

RECEIVED
APR 22 1
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 17 1958
FOR FILING

15-1063
4250

April 14, 1958

Mr. J. R. Callan
Bureau of Reclamation
Camp White, Oregon

Dear Mr. Callan:

As agreed at the conference on April 2, a revised estimate has been made on the Emigrant Reservoir Section of the Green Springs Highway. This estimate is based on a 20-foot surface with two-foot shoulders, with the earthwork balanced and with a 26-foot width on the bridge over Emigrant Creek. The cost, based on the index we are now using, is $501,580. This estimate is based on the lowest standards acceptable to the State Highway Commission.

As previously pointed out, the Highway Commission will not commit any funds to this project, it being its opinion that the entire revision is necessary due to the Bureau of Reclamation's enlargement of the reservoir, and the cost should properly be borne by the Bureau of Reclamation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. Robert Vanliden
Bureau of Reclamation
Boise, Idaho

Mr. W. C. Williams
Mr. Tom Edwards

TE:ar fn

RECEIVED
APR 1 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3rd, 1958

NOTE:
W. C. WILLIAMS

SUBJECT:

To: MEMO TO THE FILES

On April 2nd I met with the following people from the U. S. Bureau of Reclamation concerning revisions to the Green Springs Highway necessitated by enlargement of the Emigrant Reservoir:

F. S. Whitaker	Boise
Bob VanUden	"
Bob Homes	"
Jim Callen	Camp White
Francis O'Conner	" "

At the Bureau's request, we had prepared a survey of an alternate facility over that portion of the route which would be inundated by the reservoir. Mr. Morgan made a windshield inspection of this with the Bureau people in 1952 and gave them a windshield estimate of $363,000. At the request of the Bureau of Reclamation, a detailed survey was made, with the estimated cost being $575,000. They objected violently to payment of this sum since the existing facility is approximately an 18-foot pavement with 2-foot shoulders, whereas the new design called for 22-foot pavement with 4-foot shoulders.

I pointed out to these people that the Highway Commission had no money to put into this project, and it was distinctly the feeling of the Highway people that the Bureau of Reclamation should bear the entire cost even though the facility was of a higher type because of the fact that the public would be required to travel 0.8 mile further. I did tell these people, however, that we would reestimate the cost using a 20-foot pavement, 2-foot shoulders, no climbing lanes and with the surfacing depth required by the soils tests.

The Bureau of Reclamation people attempted to provide some literature wherein they applied a proportional yardstick to the standards used in the detailed survey versus the standards in existence applied to the $363,000 cost estimated by Morgan in 1952. I told them we would have no part of any such method of arriving at the cost. They were very anxious, however, that work proceed. They are preparing a tentative form of agreement and intend to ask for an audience with the Commission on May 8th and 9th, if necessary, to conclude such an agreement.

TE:AR

cc to: Forrest Cooper
F. D. Morgan

T. E. Avery
Construction Engineer

RECEIVED
APR 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAR 13 1958
FOR FILING

15-1.1-1
5250

Salem, Oregon
March 13, 1958

Emigrant Creek Bridge 8452

705

Mr. Ivan D. Merchant

This structure is on the Emigrant Reservoir section to be financed in the main by the Bureau of Reclamation funds. It has not been decided who will contract the work and supervise the construction. We anticipate, however, that it will be done by the State.

In any event, plans and estimates must receive approval of the Bureau of Reclamation. Will you please see that prints from these plans and a broken-down estimate of cost is furnished Mr. Barbee, who has a conference with the Bureau of Reclamation on April 2.

G. S. Paxson

GSP:gm

cc Mr. W. C. Williams
Mr. D. J. Barbee

RECEIVED
MAR 13 1958
FOR FILING

E-1107
5250

Salem, Oregon
March 13, 1958

Emigrant Creek Bridge 8452

705

Mr. Ivan D. Merchant

This structure is on the Emigrant Reservoir section to be financed in the main by the Bureau of Reclamation funds. It has not been decided who will contract the work and supervise the construction. We anticipate, however, that it will be done by the State.

In any event, plans and estimates must receive approval of the Bureau of Reclamation. Will you please see that prints from these plans and a broken-down estimate of cost is furnished Mr. Barbee, who has a conference with the Bureau of Reclamation on April 2.

G. S. Paxson

GSP:gm

cc Mr. W. C. Williams
Mr. D. J. Barbee

RECEIVED
MAR 12 1958
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

IN REPLY REFER TO: 15-1063
5250.

3-5-58

W. C. Williams
State Highway Engineer
Salem, Oregon

705

Dear Sir:

Please refer to your letter of December 10, 1957 in reply to our request covering, among other things, the location and number of approaches to the proposed relocated Green Springs Highway around Emigrant Reservoir.

We have completed a field survey, and the following road approaches should be incorporated in the plans under preparation by your Department; any approaches shown on your preliminary profile and not listed below may be deleted. The width of the required approaches, with exception of existing roads, should be 25 feet.

The stationing used is the same as that shown on the Alinement Sheet dated October 1957.

Station ±	Type
9+00	Existing farm entrance Right and Left
—	Existing Neil Creek Road
16+10	Farm entrance Right. Existing road approach Left
20+00	Farm entrance Right and Left
51+60	Farm entrance Right
55+00	Access road to cemetery Left
67+50	Farm entrance Right
82+50	Farm entrance Right
86+50	Farm entrance Right
116+00	Old Highway 99 connection Right and Left (Route 273)
141+00	Farm entrance Right and Left
166+50	Connection to present Highway 66 Left
167+00	Farm entrance Right to connect with bridge across Ashland Lateral
169+00	Connection to present Highway 66 Right
182+00	Farm entrance Left
252+00	Connection to present Highway 66 Left

for

Orig to Edwards

In addition to the above, there will also be required:

1. A 12" culvert for irrigation purposes at station 30+00, length and grade as directed.

2. An irrigation crossing at station 168+50 from the Ashland Lateral.

3. A bridge or some other type of crossing over the relocated Ashland Lateral in the vicinity of station 166+50. (For Approach Right)

4. An underpass 10' high and 15' wide clear dimensions at station 39+25. This structure will require some grading for approaches at both ends, and if possible, an outlet drain to connect to low ground for drainage purposes.

Items 1 and 4 above can possibly be included in your construction drawings without further data; items 2 and 3 will require further data for complete clarification, which we will furnish you as soon as possible. However, it is not desirable to hold up your construction drawings on this account. If it is not possible to include them in your construction drawing by a general note, they could be added later as a change order under the construction contract. It is understood that the cost of items 1 through 4 will be borne in their entirety by the Government.

The matter of fencing the right-of-way will be discussed at the meeting scheduled for April 2, 1958.

Very truly yours,

J. A. Gallam
Construction Engineer

RECEIVED
FEB 26 1958
FOR FILING
15-1162
5230
Rec. Bureau
705

February 26, 1958

Mr. J. L. Hatch
Acting Construction Engineer
Rogue Project Office
Bureau of Reclamation
P. O. Box 366
Camp White, Oregon

Dear Sir:

Reply is made to your letter of February 14 concerning your schedule of enlargement of the Emigrant [redacted].

Plans for the road work on this section have been completed and the bridge is being designed. We anticipate being able to get these plans to you in approximately two weeks. Due to the press of two other meetings in the week of March 24-30, I would recommend a tentative conference date of April 1.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. S. H. Probart
Mr. Tom Edwards

TE:AR hi

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
ROGUE PROJECT OFFICE
P.O. BOX 386
CAMP WHITE, OREGON

IN REPLY
REFER TO: 600

February 14, 1958

Mr. W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Re: Emigrant Reservoir Section -- Green Springs Highway

Dear Sir:

Please refer to your letter of December 10, 1957.

As scheduled, bids for the enlargement of Emigrant Dam will be opened sometime in April, 1958; it is desirable, from the Government's position, to have all arrangements for the relocation of the highway completed by bid opening time.

Is it possible at this time to set a tentative date for the conference to cover the preparation of an agreement for the subject project? As early a date as possible would be appreciated; however, we would like to have your construction plans and estimates at least two weeks in advance of the date to give us ample time to study them.

Very truly yours,

J L Hatch

J. L. Hatch
Acting Construction Engineer

RECEIVED
FEB 17 1958
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Mr Prosser at their request

RECEIVED
DEC 13 1957
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

15-1062

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 10, 1957

Mr. J. A. Callan
Construction Engineer
Road Project Office
P. O. Box 386
Camp White, Oregon

Dear Sir:

Reference is made to a telephone conversation last week between Mr. F. J. O'Connor and Mr. Jack A. Rowland, in which information pertaining to the Emmigrant Reservoir Survey was requested.

(1) The fencing is to be done by the property owners. Where a new fence is necessary to replace an old one, proper allowance is to be made in the right of way negotiation, with proper safeguard to insure compliance.

(2) The location of road approaches should also be determined at the time of the right of way negotiation. If an excessive number of approaches (more than two) is requested by a single owner, approval should be obtained from the Highway Department. For your convenience we are enclosing two copies of our Form E-307, Application and Permit to Construct Approach Road, which fairly well states our policy on road approaches. It is our policy to allow widths as required by the particular circumstances. Only in a very rare case would the maximum 50' width ever be allowed. An ordinary residential or farm approach would be 15' wide. After these are negotiated, they should be shown on the construction plans.

(3) We are mailing under separate cover a print of the uncorrected profile.

(4) At present the data for the job is in the drafting room for preparation of the construction plans. Upon their completion we will mail prints to you, at which time a conference will be in order to prepare the agreement for this project.

Tom Edwards
Construction Engineer

NOTED
FORREST COOPER

RECEIVED
DEC 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

JR:jk
Encls.

cc Forrest Cooper

RECEIVED
NOV 3 1957
FOR FILING

FORM E-30X—87,500—6-56—60688

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1957

SUBJECT:

To: Mr. Walter B. Merrill
Resident Engineer
Box 23
Central Point

At Hill Creek on the Emigrant Reservoir Section of the Green Springs Highway, we would recommend a double 7' x 7' box culvert or any other culvert or combination that would provide an opening of about 100 square feet at an elevation of 8 feet or less. The estimated design discharge is 800 cfs.

Some of the proposed channel change will be in very erodable material and will probably require some protection, particularly where there is a change of direction.

Roy C. Edgerton
Research Engineer

RCE:fn

cc Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. Tom Edwards
Mr. Frank Morgan

NOTED
G. S. PAXSON

RECEIVED
NOV 5 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 830—50M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22nd, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

We return herewith the data concerning the Bureau of Reclamation's operations in the Talent Division, Rogue River Basin Project.

At a meeting this date, agreement was reached as to all wording of the two contracts to be executed covering the work to be done on the Keene Creek and Emigrant reservoirs. Minor changes in wording for purposes of clarification were made in the rough drafts prepared by the Department's Legal Division and forwarded to the Bureau of Reclamation. There were two major issues concerned; first, the clause wherein the State warrants that neither the State nor any other agency had been solicited or retained to secure this contract, the penalty being annulment without recourse by the Bureau of Reclamation. The Bureau of Reclamation people stated that this clause had to be included because of Presidential directive and further implementation by Congress, and that they were powerless to omit it. They stated further that they would supply a letter initiating the proceedings, which would then, of course, render the clause null and void even though included.

The second item concerned the problem of ditch riders crossing freeways. The wording was set up to provide for special agreement in each and every case, permitting under that method working out of satisfactory details in each instance.

Tom Edwards
Construction Engineer

NOTED
FORREST COOPER

TE:AR
Enc.

RECEIVED
AUG 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1957
FOR FILING

15-1063

5350

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8th, 1957

SUBJECT:

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

I attach hereto copy of a letter from Mr. Cooper concerning relocation of Oregon 66 in connection with the Emigrant Reservoir Project.

Topography sheets are available on this and I suggest you make a projection, balance it and run it in the field to check the topography. It should then be adjusted and submitted. Right of way descriptions will be written here.

Tom Edwards
Construction Engineer

TL:AR
Enc.

cc to: Forrest Cooper

RECEIVED
MAY 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
May 7, 1957

Mr. Tom Edwards
Construction Engineer
Department

Surveys, reimbursement of costs, et cetera - proposed relocation ORE66 in connection with Emigrant Reservoir reconstruction

We now have a letter granting us authority to make surveys for the necessary revisions on ORE66 southeasterly of Ashland, which revisions are made necessary by the reconstruction of the Emigrant Dam. I am attaching a copy of the letter of authority from the Bureau of Reclamation.

Please proceed with this work immediately, taking the necessary steps to see that proper accounting is made of costs and that bills are submitted to the Department of Interior.

Forrest Cooper
Deputy State Highway Engineer

FC:ms
Encl.
cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. C. H. Nelson

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION I
BOX 937, BOISE, IDAHO

IN REPLY REFER TO:
150

REFERRED TO
Cooper
By State Highway Engineer
MAY 3 1957

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Dear Mr. Williams:

Supplementing letter from this office dated April 23, 1957, and in specific response to your letter of April 26, 1957, the Oregon State Highway Department is authorized to proceed with relocation surveys requested by the Bureau of Reclamation in connection with the proposed relocation of State Highway No. 66; and as indicated in our April 23 letter, provision covering reimbursement of the costs incurred will be included in the relocation contract which will be prepared as soon as possible after completion of the survey.

It is hoped that this letter, together with our letter of April 23, will satisfy your requirements for proceeding with the work requested by the Bureau.

Sincerely yours,

W H Tuller

Assistant Regional Director

NOTED

RECEIVED
MAY 6 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 29 1957
FOR FILING

15-10C 7
5.50

April 26, 1957

Mr. Wm. H. Tuller
Acting Regional Director
Regional Office
Bureau of Reclamation
Box 937
Boise, Idaho

Dear Mr. Tuller:

I note your letter of April 23, in which you state that the Bureau of Reclamation will reimburse the State of Oregon in connection with the proposed road relocation at Emigrant Reservoir in Jackson County. I do not, however, find approval of authority for the Highway Commission to proceed with relocation surveys at the expense of the Bureau of Reclamation. Will you please clarify this by letter, so that there may be no misunderstanding.

Very truly yours,

M. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. C. H. Maison

FC:me fn

IN REPLY REFER TO:

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
REGIONAL OFFICE, REGION I
BOX 937, BOISE, IDAHO

REFERRED TO
Cooper
By State Highway Engr.
APR 23 1957

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Dear Mr. Williams:

Confirming verbal understanding reached in conference with members of your staff and representatives of this office on April 4, 1957, you are advised that the Bureau of Reclamation will include in the costs for which the State of Oregon will be reimbursed in connection with the proposed road relocation made necessary by the reconstruction of Emigrant Reservoir, costs incurred by your office in connection with determining the location of the relocated State Highway No. 66.

Provision for the reimbursement of these costs will be included in the relocation contract which will be prepared as soon as possible after completion of the survey.

Very truly yours,

Wm H Tuller

Acting Regional Director

NOTED
ROBERT COOPER

RECEIVED
APR 24 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FORM B-80X—50M—11-56—80228

Adm
Util Asst
Acctg Asst

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1957

To: Memo to The Files

SUBJECT: Highway Relocations
Keene Creek and
Emigrant Reservoirs
Green Springs Highway

Mr. Cooper's letter of December 26, 1956 directed me to discuss with Bureau of Reclamation engineers the matter of highway changes necessitated by construction of Keene Creek Reservoir on the Green Springs Highway. Accompanied by Mr. Fred Klaboe, I met at Camp White, January 23, p.m., with the following U.S.B.R. representatives: Mr. F. C. Whitaker, Chief Lands Branch, and Mr. R. H. Harris, Engineer Design and Construction, both from U.S.B.R. Region 1 Office, Boise; Mr. R. T. Van Uden, Solicitor's Office, Department of Interior, Boise; and Mr. J. A. Callen, Construction Engineer, U.S.B.R., Camp White, Oregon.

The Reclamation officials stated that it was their hope that sufficient preliminary understanding might be reached to enable them to draw up, for consideration by the Highway Department, a draft of an agreement to permit such revisions and relocations of the Green Springs Highway as might be made necessary by construction of Keene Creek Reservoir and revision of Emigrant Reservoir. Discussions took the following general lines:

KEENE CREEK

About 300 feet of the present road would be actually inundated by maximum high water. Existing fill slopes would be inundated on an additional several hundred feet of line. The size and shape of the reservoir is such that probable wave action would seem negligible; maximum high water will come only during extreme flood runoff. Reclamation expressed hope that 2½ to 3 feet subgrade freeboard over maximum high water would be adequate at that site. I stated that five feet to subgrade would be our normal acceptable freeboard where wave action is a factor, but that in my opinion the lower value they proposed might possibly be considered adequate. In all probability their first draft will propose that lower figure. It was agreed that surfacing specifications and depths should be established by our standard practices. It was further agreed that slopes subject to erosive action or subsidence due to inundation should be riprapped; and that for a reasonable period (or by lump sum payment) the State should be indemnified against any grade failures attributable to the inundation of the slopes. Reclamation expressed themselves unwilling to accept any cost of work classed as betterment. The alignment at this site is very poor, particularly at the bridge, but a survey

would be required in order to advance any intelligent scheme of realignment. No money is programmed for reconstruction on the Green Springs Highway. I have no knowledge of departmental policy, if any, to cover such a situation and did not propose any general improvement of alignment in the area. Reclamation hopes to let the general contract at Keene Creek about June.

LEMORANT RESERVOIR

This relocation involves several miles of the existing highway and is necessitated by the raising of the level of the reservoir some 75 feet. Only a little general discussion was made in respect to this project which is not scheduled for first contract work before 1958. The general position of Reclamation was that they would propose to make a lump sum payment to the State which would represent replacement "in kind" of the highway plus perhaps an additional sum to cover unusual maintenance associated with the relocation. We stated that it was our opinion that the survey for reconstruction should be made by State forces (cost to be part of lump sum collectible from Reclamation) and the estimate of replacement cost be prepared by us; that we would not subscribe to an estimate of replacement based on geometric standards such as exist on the present road; that the "in kind" should refer to grading widths, etc., rather than standards of grade and alignment; and finally, inasmuch as it appears the relocation will result in a longer travel distance for the highway user, we pointed out the economic detriment associated with the longer route without attempting to speculate with them on what effect that would have in negotiations between Reclamation and State.

Tom Edwards
Construction Engineer

By W.T.W.
Walter T. Wright
Chief Locating Engineer

WTW:jc

cc Forrest Cooper ✓
F. D. Morgan

RECEIVED
JAN 29 1957
OFFICE OF
STATE HIGHWAY ENGINEER

S-394(1) Coon Cr. & Pebble Cr. Bridges 1958

#5251

Macd 361
Tür 212

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

INVOICE NUMBER 64433

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4/3/60	66 250	

CREDIT DISTRIBUTION 30-[illegible]-297

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

[illegible] County
[illegible]
[illegible]
Attn: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Coon & Pebble Creek Bridges, FAS 654, covered by agreement dated 7/30/58	NOTED C. G SWENSON		
Original advance deposit	$12,000.00		
Less amount previously transferred	9,000.00		
Balance in advance deposit			$3,000.00
County share costs as per attached statement	$11,186.98		
Less amount previously transferred	9,000.00		
Balance			2,186.98
To be retained			$ 813.02

ACCOUNTING REQUEST

A-150 (REVISED 12-59)

NOTED

NOTED
Harold C. Ayers

October 7, 1959

NOTED
R. JONES

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Coon and Pebble Creek Bridges on FAS 854. As shown in the attached cost statement, a refund of $813.02 is due the county. As per your previous request we will retain this refund and apply it against the advance deposit required for the Pittsburg-Spitzenberg project.

This refund together with that of $141.17 for the Milton Creek Bridge already on hand makes a total of $954.19 being retained.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

cc: [redacted]

Completed 3/3/59

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Columbia — Contract No. 5251 — Date 10/6/59

FAS 854 — Section Coon & Pebble Creek Bridges

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payment to contractor as per attached tabulation				$54,194.40
Construction engineering				4,318.56
TOTAL CONSTRUCTION COSTS				$58,512.96
FEDERAL FUNDS COLLECTED FOR PROJECT				$36,139.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total cost and federal funds)

($58,512.96 - $36,139) X 1/2 = $11,186.98

County advance deposit	$12,000.00
Less County Share	11,186.98
REFUND DUE COUNTY	$ 813.02

JFK:mm

Item	Unit	Unit Prices	Total quantities	Total Amount
COOK CREEK BRIDGE:				
1. Remove old bridge	all	1200.00	all	1,200.00
2. Furn. treated timber piling	l.f.	1.10	1,368	1,504.80
3. Drive timber piles	each	50.00	36	1,800.00
4. Class "A" concrete	c.y.	72.00	149	10,728.00
5. Metal reinforcement	lb.	.125	43,000	5,375.00
6. Treated timber in place	M/FBM	325.00	4.30	1,397.50
7. 8" metal drain pipe	l.f.	2.75	100	600.00
PEBBLE CREEK BRIDGE:				
8. Remove old bridge	all	1200.00	all	1,200.00
9. Furn. treated timber piling	l.f.	1.10	2,016	2,217.60
10. Drive timber piles	each	50.00	48	2,400.00
11. Class "A" concrete	c.y.	77.00	202	15,554.00
12. Metal reinforcement	lb.	.17	45,000	7,650.00
13. Treated timber in place	M/FBM	325.00	7.20	2,347.50
			Total	54,154.40

[illegible]
FOR FILING
(394(1))

OREGON STATE HIGHWAY DEPARTMENT
(date)

July 8, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5251	7-Final	Richard L. Martin Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16032	H 249279	$ 4,925.52	7/8/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Winchester
ACCOUNTING DIVISION

Specified completion date: **100 workdays from August 11, 1958**

Time Extensions: **None of record**

Completion Date: **March 3, 1959**

Date Accepted: **April 16, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **July 8, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C. H. Heath
~~Floyd Query~~
Asst. Secretary

Warrant Mailed: JUL 9 1959

NOTED ON CARD

RECEIVED
JUN 25 1959
FOR FILING

June 24, 1959

Fireman's Fund Indemnity Co.,
401 California Street
San Francisco 20
California

Gentlemen:

State Highway contract #5251 for construction of the Coon Creek and Pebble Creek Bridges on the Pebble Creek Road (FAS 854) in Columbia County was completed March 3, 1959, by the contractor, Richard L. Martin Company, and was formally accepted by the Highway Commission on April 16, 1959.

Final payment in the amount of $4,925.52 will be released to the contractor on or after July 6, 1959. The total contract amount is $54,194.40, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Fireman's Fund Indemnity Co.,
Mark Farris, Agent
220 SW Alder Street
Portland, Oregon

RECEIVED
APR 1 - 1959
FOR FILING

L-3440
5251

Salem, Oregon
March 30, 1959

Coon and Pebble Creek
Bridges, Cont. No. 5251

Mr. Ivan D. Merchant

I am returning the Order for State Force Work on the Coon and Pebble Creek bridges in Columbia County, Contract No. 5251.

I have discussed this with our attorneys and they advise that the cost of moving these lines to allow the construction of the bridges is an obligation of the electric company and not an obligation of the state or county. This is on the assumption that the power lines are on county road right of way, either by permit or by sufferance. If the lines are on privately owned property, of course the conditions are entirely different.

O. S. Paxson

cc Mr. W. C. Williams
Mr. J. D. Walker

RECEIVED

Monthly Transaction No. 9-62	Form 2 (9-1-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 4(1) 3	FEDERAL-AID PROJECT AGREEMENT 9-3-58	County Columbia
		Project No. S-394(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Coon and Pebble Creek Bridges-Two bridges approximately 0.4 and 0.7 mile south of jct. FAS 601 east of Vernonia on a county road.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-24-58	0.057
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 59,034.00	$ 36,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Folk
C. G. Folk
Division Engineer

Date executed by Division Engineer September 3, 1958

USComm-DC 40257

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Coos and Pebble Creek Bridges, Project No. S-32,(1)

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:lmw

August 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Coon and Pebble Creek Bridges, Project No. S-39%(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:Mfh

By

Forrest Cooper
Deputy State Highway Engineer

FORM E-123-X 25M 9-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 19, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Coon and Pebble Creek Bridges, Project No. 3-394(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-394(1)

COON AND PEBBLE CREEK BRIDGES ON

THE PEBBLE CREEK ROAD IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code X023
Coon Creek Bridge (Sta. 1+10 to Sta. 2+35)(Contract No. 5251)

Remove Old Bridge	All Required	$	$ 1,200.00
Furnish Treated Piling	1,368 lin. ft.	1.10	1,504.80
Drive Timber Piles	36 only	50.00	1,800.00
Class "A" Concrete	149 cu. yds.	72.00	10,728.00
Metal Reinforcement	43,000 lbs.	0.125	5,375.00
Treated Timber in Place	4.0 M-fbm	325.00	1,300.00
6-inch Metal Drain Pipe	80 lin. ft.	3.75	300.00
			$ 22,207.80

Type Code X023
Pebble Creek Bridge (Sta. 3+40 to Sta. 5+15)(Contract No. 5251)

Remove Old Bridge	All Required	$	$ 1,200.00
Furnish Treated Timber Piling	2,016 lin. ft.	1.10	2,217.60
Drive Timber Piles	48 only	50.00	2,400.00
Class "A" Concrete	202 cu. yds.	77.00	15,554.00
Metal Reinforcement	45,000 lbs.	0.17	7,650.00
Treated Timber in Place	7.5 M-fbm	325.00	2,437.50
			$ 31,459.10

Subtotal	$ 53,666.90
10% Engr. & Cont.	5,366.69
Total	$ 59,033.59

Length of Structures . . . . . 0.057 Mile

Federal Funds.	$ 36,500.00
State Funds.	11,266.70
County Funds	11,266.89
	$ 59,033.59

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Columbia County with the Highway Department.

RECEIVED
AUG 21 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5251

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 21, 1958

Richard L. Martin Co.
P. O. Box 482
Cornego, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5251, awarded July 31, 1958, for Coon Creek and Pebble Creek Bridges on Pebble Creek Road, FAS 854, in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

August 1, 1958

NOTED
Harold C. Ayers

Columbia County Court
Courthouse
St. Helens, Oregon

file

Gentlemen:

This is to advise that Contract No. 5251 has been awarded to Richard L. Martin for construction of the Coon and Pebble Creek Bridges on FAS 854 and Contract No. 5252 to Warren Northwest, Inc., for construction of the Oak Ranch Creek Section of FAS 567. A copy of each contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

Contract Sent
8-12-58

NOTED
C. G. SWENSON

RECEIVED
1958
FOR FILING
J-274(1)
3251

August 1, 1958

Richard L. Martin Company
P. O. Box 482
Oswego, Oregon

Dear Mr. Martin:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 3251 for bridge construction on the Coon Creek and Pebble Creek Bridges on Pebble Creek County Road in Columbia County.

This award was based on your bid of $53,666.90 which was the low bid submitted to the Commission July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 4 1958
FOR Dist 3

L-394(1)
L-25)

August 1, 1958

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing for the records and files of Columbia County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Columbia County covering the Coon and Pebble Creek Bridges on FAS 854 in Columbia County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
AUG 1 1958
FOR FILING

J-374(1)

2251

Maint #361
Finance #612

Salem, Oregon
August 1, 1958

FAS Project Agreements
Columbia County

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

Attention: John D. Graham
Office Engineer, County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Columbia County covering the Coon and Pebble Creek Bridges on FAS 854 in Columbia County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Columbia County.

Secretary

rn
Attach: 5

FORM E-20 SOM 8-57—6563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1958

SUBJECT: FAS Project Agreements
Columbia County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a finance agreement covering the Coon and Pebble Creek Bridges on FAS 854 in Columbia County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B. P. R.

The project was approved by the Commission on 2/27/58.

John D. Graham
Office Engineer, County & City Relations

JDG:be
Att.

APPROVED
ASST STATE HIGHWAY ENGINEER
Date July 24, 1958

AUTHORITY HIGHWAY COMMISSION
DATE 2-27-58 Minutes Page 38
Secretary

RECEIVED

OREGON PROJECT S-394(1)
FAS 854

RESOLUTION

WHEREAS, a county road in Columbia County, State of Oregon, known as the Pebble Creek County Road, is routed through the County of Columbia, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Columbia County, the section adopted for improvement being more particularly described as follows; to wit:

Bridge over Coon and Pebble Creeks.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Columbia will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Columbia County, Oregon, that no encroachments will be permitted on the county road known as the Pebble Creek County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Columbia County, Oregon, this ____ day of July, 1958.

By:

County Judge

ATTEST:

County Clerk

County Commissioner

County Commissioner

cc-12(1956)

*Form A-180—10M—6-57

RECEIVED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 56631

Date July 28, 1958

Columbia County
St. Helens, Oregon

Attn: County Court

Your Req. No.

Billing Request No. cc 430

Credit Distribution: 505-1011-297

Advance Deposit	12,000.00
Partial transfer county's share total cost of Coon and Pebble Creek Bridges, FAS 854, covered by agreement dated July, 1958.	9,000.00
	$3,000.00

NOTE: To be retained
JOHN D. GRAHAM

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ _____

By _____

NOTED
C. G. SWENSON

State Printing 4306

LOUIS J. WASSER, COMMISSIONER
COBLE

J. A. DAVIS, COMMISSIONER
VERNONIA

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE

ST. HELENS, OREGON

NOTED
Harold C. Ayers

July 16, 1958.

NOTED
V. R. JONES

NOTED
John F. Hagemann

Mr. John F. Hagemann,
Asst. Engineer, County & City Relations,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Hagemann:

Enclosed herewith is county warrant 1783 in the sum of $31,600.00 for county's advance deposit of 20% on the following:

Coon & Pebble Creek Bridges, FAS 854	$12,000.00
Oak Ranch Creek Section, FAS 567	19,600.00
	$31,600.00

Yours very truly,

Columbia County Court

By John W. Whipple
John W. Whipple
County Judge

NOTED
JOHN D. GRAHAM

to Acctg Div.
7/18/58
O.H.

RECEIVED
JUL 17 1958
COUNTY

NOTED

NOTED

NOTED
Harold C. Ayers

July 10, 1958

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
John F. [illegible]

Gentlemen:

On July 10 a satisfactory bid was received from Richard L. Martin of Oswego for constructing the Coon & Pebble Creek Bridges on FAS 854 and from Warren Northwest, Inc., of Portland for paving the Oak Ranch Creek Section of FAS 567. In accordance with the agreements between county and state the following advance deposits are required prior to award of a contract:

505-1041
5254

Coon & Pebble Creek Bridges, FAS 854

Bid Items	$53,666.90	
12-1/2% Eng'ring & Contingencies	6,708.36	
Estimated Total Cost	$60,375.26	
County advance deposit of 20% =		$12,000.00

505-1042
5252

Oak Ranch Creek Section, FAS 567

Bid Items	$86,901.00	
Flagging	200.00	
12-1/2% Eng'ring & Contingencies	10,887.63	
Estimated Total Cost	$97,988.63	
County advance deposit of 20% =		$19,600.00
Total Advance Deposit		$31,600.00

Rec'd
7/18/58

Please make this deposit by means of a check or warrant in the amount of $31,600 payable to the Oregon State Highway Commission, forwarding

same to this office. If this deposit is received prior to July 25 a contract will be awarded at the regular Highway Commission meeting on July 31 and August 1.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engineer, County & City Relations

JFH:be

NOTED
Harold C. Ayers

June 25, 1958

NOTED
John F. Hagemann

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Coon and Pebble Creek Bridges (in FAS 854 upon which bids will be received July 10 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $[illegible],000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than July 7.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
C. G. SWENSON

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:be
Enc.

MEMO TO J. W. NASH
5/27/58

FAS 854, COLUMBIA COUNTY

TERMINI: Bridges over Coon Creek and Pebble Creek located approximately 0.4 and 0.75 mile south of junction of FAS 854 with FAS 601 near Vernonia (Coon & Pebble Creek Bridges).

PROPOSED WORK: One concrete bridge 125' long and one concrete bridge 175' long.

PROJECT LENGTH: 0.055 mile

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$60,000	$36,000	$12,000	$12,000 (Co.)

EXISTING FACILITY:
STRUCTURES: Coon Creek - 102' long untreated timber and pile trestle, H.C. 17'-4".
Pebble Creek - 154' long untreated timber and pile trestle, H.C. 17'-5".

Both structures have deteriorated and are no longer adequate for present traffic.

ADJACENT SECTIONS: 16' wide gravel wearing surface on 20' to 22' roadway.

PROJECT DATA: Construct a reinforced concrete bridge on treated piling 125' long over Coon Creek and 175' long over Pebble Creek, H.C. 24'. Bridges to be constructed on same location as existing structures. Columbia County will construct road approaches as required.

ROW WIDTH: 60'
MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: Pending
UNUSUAL OR COMPLICATED SITUATION: None
PUBLIC HEARING: None required.

FAS 854 serves a timber and farming area southeast of Vernonia and is a school bus and mail route.

NOTED
JOHN D. GRAHAM

NOTED
G. SWENSON

JFH:mm

RECEIVED
APR 24 1958
FOR FILING
L. 3240(1)
5251

NOTE
W. C. WILLIAMS

LOCATION PROSPECTUS
PEBBLE CREEK BRIDGE, PEBBLE CREEK ROAD, FAS 854
COLUMBIA COUNTY

The following prospectus is submitted regarding the Pebble Creek Bridge on Pebble Creek Road, FAS 854, in Columbia County. Pebble Creek Bridge is located on Pebble Creek Road 0.8 mile southerly of the junction of Pebble Creek Road with the Nehalem Secondary Highway, FAS 601.

This will be a location survey to determine the positioning of a new bridge to replace the existing structure over Pebble Creek (Highway Department Inventory No. 13,682). The proposed structure will be placed on the same grade and alignment as the existing bridge. The project will include removal and disposal of the existing structure.

Soils reconnaissance has not been run, nor is one necessary. There are no special drainage problems. An economic analysis is not necessary.

The present ADT is 100 and the 1975 projected ADT is 150. The existing highway is a 16-foot gravel road with variable shoulder widths of from 3 feet to 6 feet. The proposed structure will have a 24-foot roadway. The existing bridge has a horizontal clearance of 17 feet 4 inches inside the curbing.

Columbia County will provide the necessary detours and road approaches. Disposal of the existing structure will be part of the contract. No additional agreement with Columbia County will be necessary.

There are no state parks in the vicinity of this project.

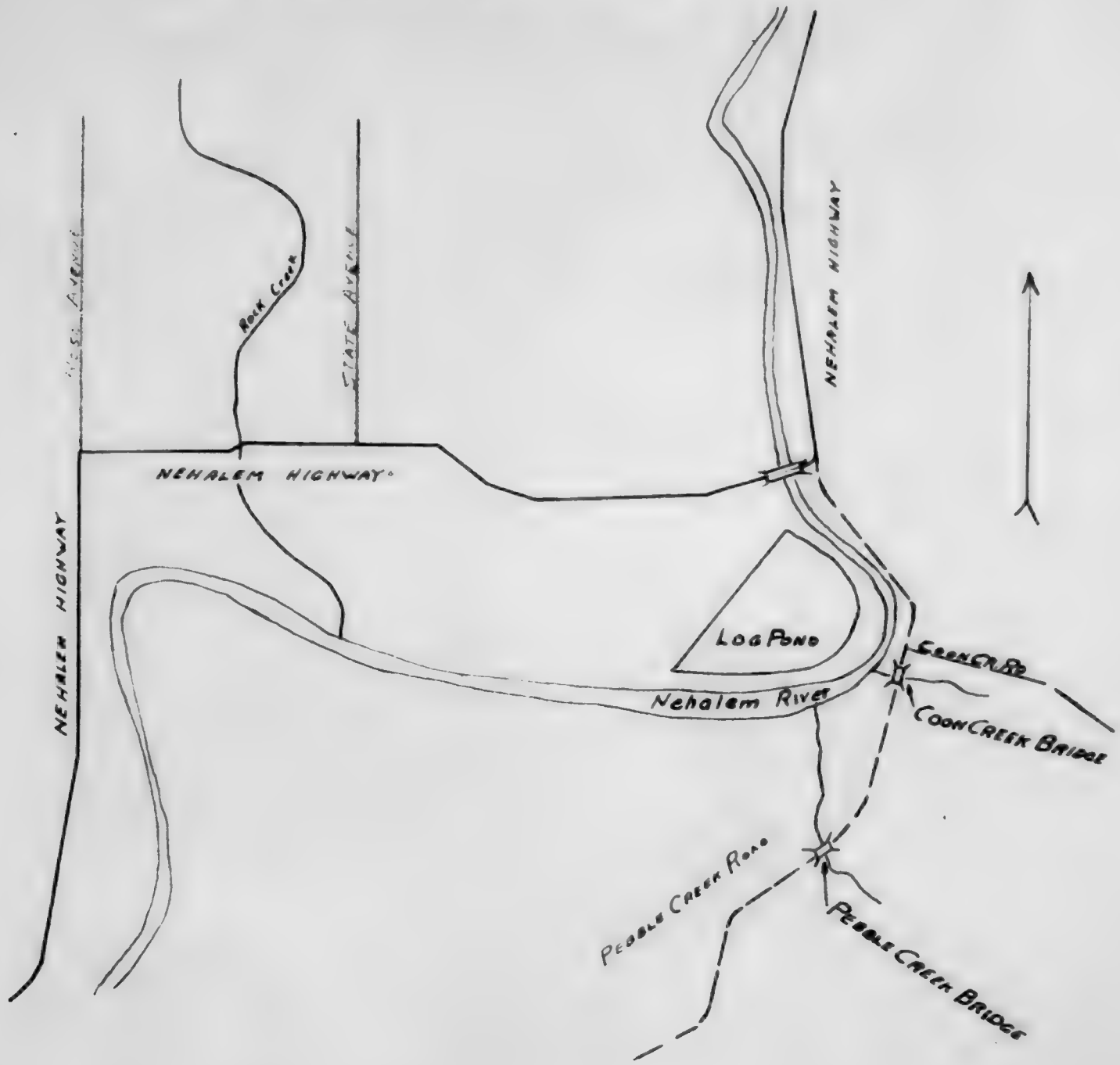
April 22, 1958

Attachment

cc W. C. Williams ✓
Forrest Cooper
Tom Edwards
J. D. Walker
E. J. Hall
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
APR 2 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

PROSPECTUS MAP
LOCATION SITES
COON CREEK & PEBBLE CREEK BRIDGES



RECEIVED
APR 21 1958
FOR FILING
S-394 (1)
5251

4 22 58

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
COON CREEK BRIDGE, PEBBLE CREEK ROAD, FAS 854
COLUMBIA COUNTY

The following prospectus is submitted regarding the Coon Creek Bridge on Pebble Creek Road, FAS 854, in Columbia County. Coon Creek Bridge is located on Pebble Creek Road 0.4 mile southerly of the junction of Pebble Creek Road with the Nehalem Secondary Highway, FAS 601.

This will be a location survey to determine the positioning of a new bridge to replace the existing structure over Coon Creek (Highway Department Inventory No. 13,681). The proposed structure will be placed on the same grade and alignment as the existing bridge. The project will include removal and disposal of the existing structure.

Soils reconnaissance has not been run nor is one necessary. There are no special drainage problems. An economic analysis is not necessary.

The present ADT is 100 and the 1975 projected ADT is 150. The existing highway is a 16-foot gravel road with variable shoulder widths of from 3 feet to 6 feet. The proposed structure will have a 24-foot roadway. The existing bridge has a horizontal clearance of 17 feet 4 inches inside the curbing.

Columbia County will provide the necessary detours and road approaches. Disposal of the existing structure will be part of the contract. No additional agreement with Columbia County will be necessary.

There are no state parks in the vicinity of this project.

April 22, 1958

Attachment

cc W. C. Williams ✓
Forrest Cooper
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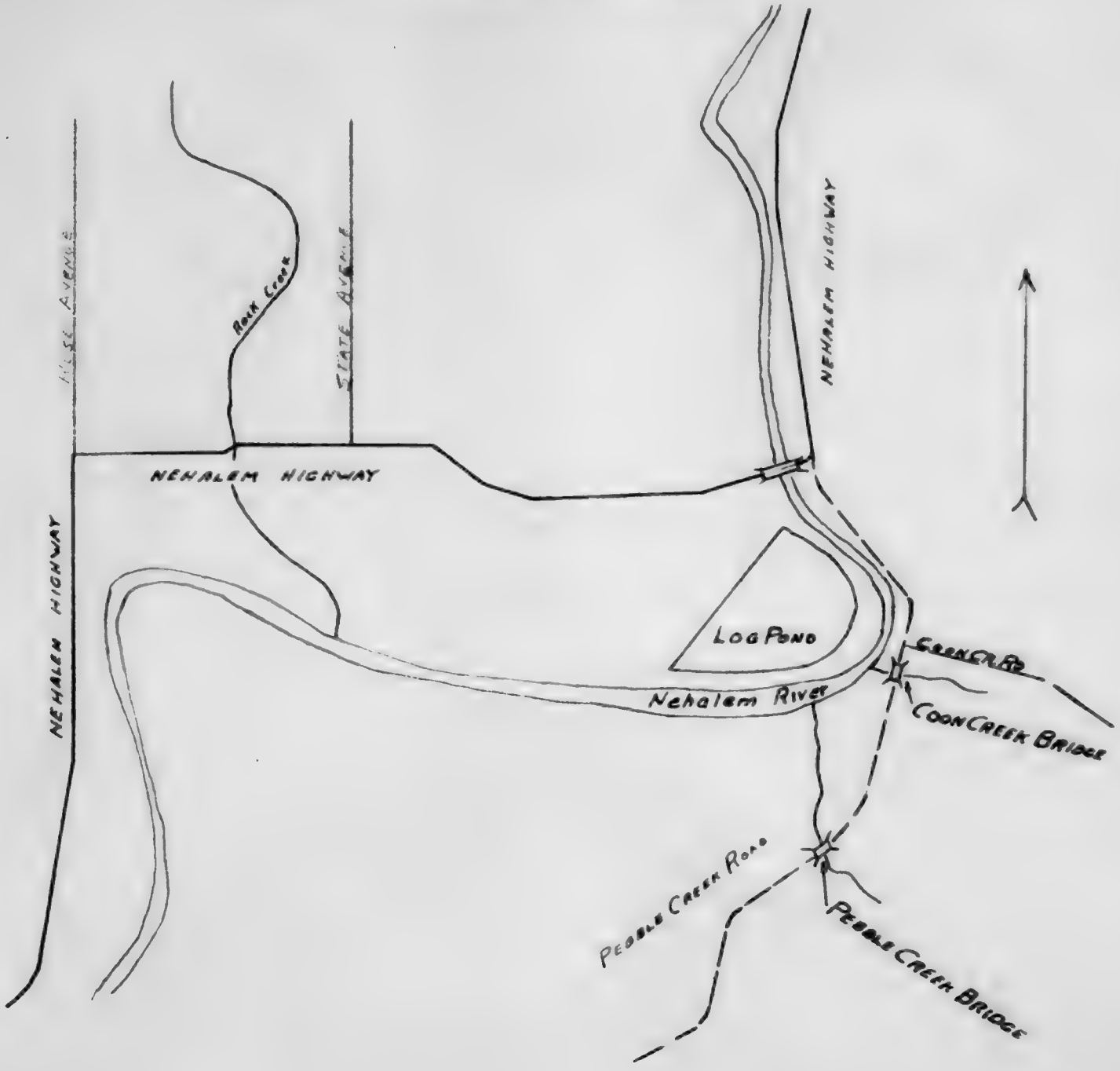
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
APR 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

PROSPECTUS MAP
LOCATION SITES
COON CREEK & PEBBLE CREEK BRIDGES



COLUMBIA COUNTY
PROPOSED PROJECTS

FAS 567 - Oak Branch Creek Section, approximately 3 miles, $88,000. This section extends from the Nehalem State Highway (FAS 601) near Oak Branch Creek easterly as far as available funds will permit.

The proposed project is to reshape the existing shoulders and ditches, construct a 20' wide asphaltic concrete pavement over the existing 20' wide bituminous wearing surface, and construct crushed rock shoulders generally 4' in width. It may be necessary to reduce the shoulder width to 2' or 3' in some sections to avoid excessive grading quantities and some short sections may require additional base material prior to paving.

FAS 816 - Milton Creek Bridge, $35,000. This bridge is located in St. Helens at the crossing of Columbia Boulevard over Milton Creek. The existing bridge carries Highway Department bridge inventory number 13757 and was originally designed by the Highway Department.

The proposed project is to construct a new reinforced concrete structure with a roadway width conforming to the existing street width between sidewalks and with walks on each side. The FAS project will be for the structure only including removal of the existing bridge. The city of St. Helens, with County consent, plans to utilize the existing steel truss at another site and provisions should be made to salvage this truss and turn it over to the city. The street will be closed during bridge construction.

FAS 854 - Coon and Pebble Creek Bridges, $55,000. These bridges are located 0.4 and 0.8 mile south of the junction of FAS 854 with FAS 601 (Nehalem Highway) respectively. The existing Coon Creek Bridge carries Highway Department bridge inventory number 13681 and the existing Pebble Creek Bridge number 13682.

It is proposed to replace the existing 102' long untreated pile trestle bridge over Coon Creek with a reinforced concrete bridge on treated piling or a culvert and fill, whichever is the most economical. If a bridge is constructed it should have a 24' roadway. If a culvert and fill are constructed, the finished roadway width should be 28'. The proposed project at Pebble Creek is to replace the existing 155' long untreated pile trestle with a reinforced concrete structure on treated piling, having a roadway width of 24'. The FAS project will be for the structures only, including removal of the existing bridges. Columbia County will provide detours and construct road approaches as required.

The funds programmed above represent the presently estimated balance of fiscal years 1958 and 1959 FAS funds available to Columbia County and may be adjusted as final costs on projects presently under contract become available. The funds may also be adjusted between projects as required with the bridges to be constructed first.

Contracts cannot be awarded on these projects until after July 1, 1958, to permit County financing of its share from its next year's budget.

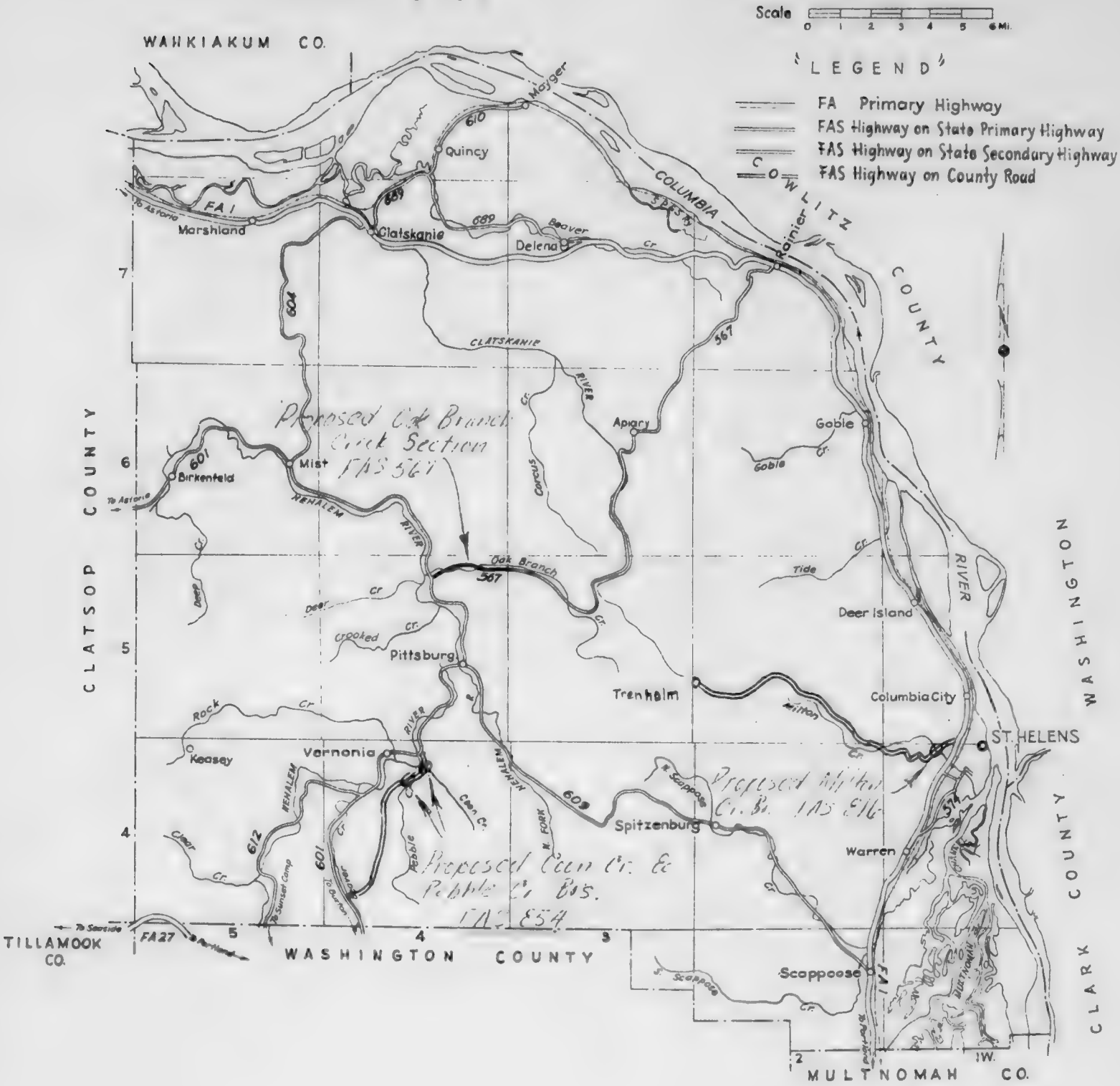
(58-b)
2/17/58
Comm. approved 2/24/58

COLUMBIA COUNTY
FAS SYSTEM
April, 1956

Scale 0 1 2 3 4 5 6 Mi.

LEGEND

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road



Salem, Oregon
August 10, 1955

NOTED
J. W. CATTRALL

Mr. P. M. Stephenson
Bridge Engineer

J. W. CATTRALL

NOTED
Harold C. A[illegible]

NOTED
J. F. HAGEMANN

The Columbia County Court has requested that an engineer from the Bridge Division examine the Coon Creek Bridge and the Pebble Creek Bridge on the Pebble Creek County Road and advise the Court of the bridges condition and a proper load limit for each bridge. These bridges are located on the Pebble Creek Road southeast of Vernonia and are shown circled in red on the attached map. The Court would also appreciate being advised whether or not a pipe and fill could replace these structures.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

S-129(3) Oak Ranch Cr. Sec. of the Apiary Rd. 1958

#5252

Nai. - 271
Fin - 222

April 8, 1960

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Final costs are now available for the Oak Ranch Creek Section of FAS 567, Contract #5252, as shown on the attached cost statement. A refund of $1,655.45 is due the county in connection with this project.

As per your previous request, this refund is being retained as part of the advance deposit required in connection with the Pittsburg-Spitzenburg Section of FAS 609.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

INVOICE NUMBER 64434

DATE	BILLING REQ. NO.	YOUR ORDER NO.
4/2/62	as 582	

CREDIT DISTRIBUTION

505-1043-297

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

Columbia County
St. Helens
Oregon
Attn: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Oak Ranch Creek Section, FAS 567, covered by agreement dated 7/31/58	NOTED C. G. SWENSON		
Original advance deposit	$19,600.00		
Less amount previously transferred	15,600.00		$4,000.00
Balance in advance deposit			
County share costs as per attached statement	$17,944.55		
Less amount previously transferred	15,600.00		2,344.55
Balance			$1,655.45
To be retained			

RECEIVED
APR

ACKNOWLEDGING REQUEST

Date Received

By

A-150 (REVISED 12-59)

Mr. Williams

RECEIVED NOV 2 1959 W. C. WILLIAMS

FINAL COST ANALYSIS

Oak Ranch Creek — Stockpiling & Stockpiling Crushed Aggre.
Contract No. 5252 — Contractor: Warren Northwest
Resident Engineer: E.J. Hall

September 30, 1959
Pittsburg-Apiary Road
Prefix 505-1042-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Blade Grader 5252	86.25	Hour	18.00	11.16	962.67	1,552.50
Front End Loaders	86.25	Hour	18.00	11.47	989.27	1,552.50
Dump Truck	210	Hour	7.00	6.54	1,374.33	1,470.00
Asph. Conc. Mix in Patching	844.04	Ton	4.75	4.69	3,955.87	4,009.19
Asph. Conc. Mix in Patching	12,093.71	Ton	3.85	3.33	40,224.00	46,560.78
85-100 Asphalt in Mixture	662.51	Ton	31.00	30.16	19,978.68	20,537.81
R.S.1 Asphalt	1.79	Ton	55.00	51.41	92.02	98.45
3/4"-0 Mat'l in Shoulders	3,173	Cu.Yd.	2.75	2.40	7,620.99	8,725.75
Sprinkling	22	M-Gal.	2.50	2.47	54.30	55.00
3/4"-1/4" Cr.Mat'l in S.P.	493.78	Cu.Yd.	2.75	2.35	1,160.55	1,357.90
1/2"-1/4" Cr.Mat'l in S.P.	976.11	Cu.Yd.	2.75	2.35	2,294.20	2,684.30
5/16"-#10 Cr.Mat'l in S.P.	487.50	Cu.Yd.	2.75	2.35	1,145.80	1,340.63
1/4"-0 Cr.Mat'l in S.P.	1,995.63	Cu.Yd.	3.00	2.35	4,690.43	5,986.89
Screne Rejects in Stockpile	1,100	Cu.Yd.	0.25	0.25	275.00	275.00
PA#1 Purchase 1/4"-0 Cr.Rock in S.P.	816	Cu.Yd.	2.25	2.25	1,836.00	1,836.00
Force Account					224.54	273.86
					$ 86,878.65	$ 98,316.56

Gross Revenue	$ 98,316.56
Total Cost	86,878.65
Net Profit	$ 11,437.91

Net Profit equals 11.6% of Gross Revenue

DETAIL OF COST - Contract No. 5252

Labor:		
Labor	$ 12,786.05	
Labor Insurance	1,278.59	
Health and Welfare and Pension	328.62	$ 14,393.26
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental	12,755.64	
Gas, Oil, and Grease	2,511.25	
P.L. and P.D. Insurance	1,509.13	
Bond	546.00	
Telephone	87.32	
Freight	764.50	
Fuel	1,391.58	
Home Office	383.58	19,949.00
Materials:		
85-100 Asphalt	19,125.69	
RS-1 Asphalt	92.02	19,217.71
Subcontractor (Crushing):		
Vanaken	33,318.58	33,318.58
TOTAL COST		$ 86,878.65

Remarks - Contract No. 5252

This was a "Federal Aid Secondary Project" calling for widening and reshaping of shoulders and ditches; construction of 6.0 miles of stone shoulders; 6.0 miles of asphaltic concrete pavement, involving 12, 370 tons of asphaltic concrete and 4, 000 cubic yards of crushed materials in stockpile.

The west end of the project is at station 0+00, which station is at the intersection of the Apiary County Road with the Nehalem Highway, said intersection being located 9.1 miles north of Vernonia. The east end of the project is at station 316+80, which station is 6.0 miles east of the intersection of the Pittsburg-Apiary County Road with the Nehalem Highway.

The contract was awarded July 31, 1958. The subcontractor, Vanaken, moved into the designated quarry and started work August 18th and finished crushing September 30, 1958. Due to rain the project was closed down until April 20, 1959 when Warren Northwest brought in a blade and started putting in the ditches. The asphaltic concrete plant was also being set up.

Patching with asphaltic concrete was started May 6, 1959, paving of the base course began May 7, 1959 and finished June 2, 1959, and the placing of shoulder materials was completed June 9, 1959.

Equipment was in good shape and excellent supervision contributed to a good profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 14, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5252 (1093)	7 Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19783	18255	$2,949.50	8/12/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 90 workdays from August 11, ~~1958~~ 1958

Time Extensions: None of record

Completion Date: June 9, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: August 17, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. N. Heal
for Floyd Query
Secretary

NOTED ON CARD
dc

Warrant Mailed:

AUG 17 1959

RECEIVED
AUG 4 - 1959
FOR FILING

August 4, 1959

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5252 for paving the Oak Ranch Creek Section of the Pittsburg-Apiary Road in Columbia County was completed by the contractor, Warren Northwest, Inc., on June 9, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $2,949.50 will be released to the contractor on or after August 14, 1959. The total contract amount is $98,316.56, of which amount $273.86 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Company
Bonding Department
320 California Street
San Francisco 4, California

RECEIVED
JUL 13 1959
FOR FILING

July 6, 1959

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5252 covering paving the Oak Ranch Creek Section of the Pittsburg-Apiary Road in Columbia County.

This payment, in the amount of $2,631.80 will be released to contractor on or after July 16, 1959. The retained percentage is $2,949.50.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Company
Bonding Department
320 California Street
San Francisco 4, California

Form E-1—(Rev.)—10M—2-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 26, 1959

Section Oak Ranch Creek
Highway Pittsburg - Apiary Rd. County Columbia
Contractor Warren Northwest, Inc.
Date of contract July 31, 1958
Date work started August 8, 1958
Project authorization . . . . . $ 110,926.13
Exclusive of engineering . . . . $ 103,038.05

Kind of work Paving
Section prefix 505-1042
Contract number 5252
Specified work days 90
Work days used 47
Per cent of time elapsed 52 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 98,352.03
Estimated per cent ~~overrun or~~ underrun (excluding maintenance rock) . . . . . 6.3 %
Per cent of contract completed, based on estimated cost . . . . . 100 %
Engineering authorization . . . . $ 7,888.08
Engineering cost to date $ 6,600.00, 84 %

Date project was completed June 9, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100		100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted to Division office Thursday.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUN 29 1959
NOTED-- ICE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed ..... Res. Engr.
Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.0			6.0
Miles partially completed					
Miles completed		6.0			6.0
Total estimated quantities (contract)		2,640 C.Y.	4,000 C.Y.		13,220 T
Total quantities corrected to date		3,173 C.Y.	3,953 C.Y.		12,937 T
Estimated quantities moved or placed to date		3,173 C.Y.	3,953 C.Y.		12,937 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Overcast		
Wednesday	Showers		
Thursday	Overcast		
Friday	Overcast		
Saturday			

RECEIVED
JUN 29 1959
FOR FILING

June 24, 1959

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc., a portion of the funds heretofore retained by the Commission on contract #5252, for paving the Oak Ranch Creek Section of the Pittsburg-Apiary Road in Columbia County.

This payment, in the amount of $50,676.51, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,868.10. The present payment will be released on or after July 6, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Company
Bonding Department
320 California Street
San Francisco 4, California

RECEIVED
JUN 23 1959
FOR FILING

S-129(3)
5252

June 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 9, 1959, on Contract No. 5252, Oak Ranch Creek Section, in Columbia County, in connection with Federal Aid Project No. S-129(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson
DBP:cr

Contract 5252

Monthly Transaction No.

RECEIVED
SEP 4 1958
FOR FILING

Project Report No.

Form -2 (9-1. .7) U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

9-3-58

State Oregon

County Columbia

Project No. S-129(2)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Oak Ranch Creek Section-From FAS 601 east approximately 6 miles on a county road.

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-24-58	6.000
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 96,141.00	$ 59,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By A. Tillie

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer September 3, 1958

USComm-DC 40257

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Oak Ranch Creek Section, Project No. S-129(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FNC:lmw

FORM E-123-X 25M 8-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Oak Ranch Creek Section, Project No. S-129(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

August 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Oak Ranch Creek Section, Project No. S-129(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMC:mmm

Oregon State Highway Department

Federal Aid Secondary
Project No. S-129(2)

OAK RANCH C[illegible] SECTION OF THE

PITTSBURG-A[illegible] ROAD IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 6200
Roadway (Sta. 0+00 to Sta. 316+00)(Contract No. 5252)

Blade Grader	84 hours	$18.00	$ 1,512.00
Front End Loader	84 hours	18.00	1,512.00
Dump Trucks	170 hours	7.00	1,190.00
Asphaltic Concrete Mixture in Patching	850 tons	4.75	4,037.50
Asphaltic Concrete Mixture	12,370 tons	3.85	47,624.50
85-100 Asphalt in Mixture	740 tons	31.00	22,940.00
RS-1 Asphalt	12 tons	55.00	660.00
3/4" - 0 Material in Shoulders	2,640 cu. yds.	2.75	7,260.00
Sprinkling	66 M-gal.	2.50	165.00
			$ 86,901.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
	Subtotal		$ 87,401.00
	10% Engr. & Cont.		8,740.10
	Total		$ 96,141.10

Length of Roadway	5.947 Miles
Length of 3 Structures. . .	0.053 Mile
Total Length.	6.000 Miles
Cost of Roadway per Mile. .	$16,166.32

Federal Funds	$ 59,500.00
State Funds	18,320.55
County Funds.	18,320.55
	$ 96,141.10

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Columbia County with the Highway Department.

FORM E-120 5M 4-58

RECEIVED
AUG 19 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT S. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5252

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 18, 1958

Warren Northwest, Inc.
9860 Hancock Drive
Portland 13, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5252, awarded July 31, 1958, for paving on the Oak Ranch Creek Section of the Pittsburg-Apiary Road in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 15 1958
FOR FILING
S-129 (2)
5252

August 13, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 8, 1958, on Contract No. 5252, Oak Ranch Creek Section, in Columbia County, in connection with Federal Aid Project No. S-129(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

dbp:mad

RECEIVED
AUG 1 1958
FOR FILING

August 11, 1958
Salem, Oregon

Finance-222
Maint.-371

FAS Project Agreements
Columbia County

Mr. C. C. Swenson
City & County Relations Engineer
O f f i c e

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Columbia County covering the Oak Ranch Creek Section of FAS 567.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Columbia County.

Secretary

rn
Attach: 6

FORM E-20 DOH 8-57—6888

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1958

SUBJECT: FAS Project Agreements
Columbia County

To:

G. S. Paxson
Asst. State Highway Engineer
Office

Attached are three copies of a finance agreement covering the Oak Ranch Creek Section of FAS 567. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the BPR.

This project was approved by the Commission on 2-27-58.

John D. Graham
Office Engineer, County & City Relations

JDG:njs

Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 25, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 2-27-58 - Minute Page 38

Secretary

ORE PROJECT S-129(3)
FAS 567

RESOLUTION

WHEREAS, a county road in Columbia County, State of Oregon, known as the Pittsburg-Apiary County Road, is routed through the County of Columbia, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Columbia County, the section adopted for improvement being more particularly described as follows; to wit:

From FAS 601 easterly 6 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Columbia will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Columbia County, Oregon, that no encroachments will be permitted on the county road known as the Pittsburg-Apiary County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Columbia County, Oregon, this _____ day of _____, 1958.

By:

County Judge _____

County Commissioner _____

County Commissioner _____

ATTEST:

_____
County Clerk

cc-12(1956)

RECEIVED
AUG 12 1958
FOR FILING
L.129(3)
2552

August 11, 1958

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing for the records and files of Columbia County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Columbia County covering the Oak Ranch Creek Section of FAS 567.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
AUG 1 1958
FOR FILING

2-127 (3)

5252

August 1, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No 5252 for paving and furnishing crushed materials in stockpile on the Oak Ranch Creek Section of the Apiary Road in Columbia County.

This award was based on your bid of $98,401 which was the low bid submitted to the Commission on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

Form A-150—10M—6-57

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Columbia County
St. Helens, Oregon

Attn: County Court

NOTED
R. JONES

John F. Hagemann

Invoice No. 56632

Date July 28, 1958

Your Req. No.

Billing Request No. cc 431

Credit Distribution: 505-1012-297

Advance Deposit	19,600.00
Partial transfer county's share total cost of Oak Ranch Creek Section, FAS 567, covered by agreement dated July 1958	15,600.00
To be retained	$4,000.00

NOTED
JOHN D. GRAHAM

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
C. G. SWENSON

State Printing 4398

LOUIS J. WASSER, COMMISSIONER
SCOBLE

J. A. DAVIS, COMMISSIONER
VERNONIA

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE

ST. HELENS, OREGON

NOTED
Harold C. Ayers

July 16, 1958.

NOTED
V. R. JONES

NOTED
John F. Hagemann

Mr. John F. Hagemann,
Asst. Engineer, County & City Relations,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Hagemann:

Enclosed herewith is county warrant 1783 in the sum of $31,600.00 for county's advance deposit of 20% on the following:

Coon & Pebble Creek Bridges, FAS 854	$12,000.00
Oak Ranch Creek Section, FAS 567	19,600.00
	$31,600.00

Yours very truly,

Columbia County Court

By John W. Whipple
John W. Whipple
County Judge

NOTED
JOHN D. GRAHAM

to Acctg Div.
7/18/58
J.A.H.

RECEIVED
JUL 17 1958
COUNTY

NOTED

NOTED
Harold C. Ayers

Salem, Oregon
July 25, 1958

NOTED
V. R. JONES

FAS Project Agreements
Columbia County

G. S. Paxson
Asst. State Highway Engineer
Office

NOTED
John F. Hagemann

Attached are three copies of a finance agreement covering the Oak Ranch Creek Section of FAS 567. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the BPR.

This project was approved by the Commission on 2-27-58.

John D. Graham
Office Engineer, County & City Relations

JDGinja

Att.

NOTED
JOHN D. GRAHAM

NOTED

NOTED
V. F.

NOTED
Harold C. Ayers

July 10, 1958

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
Joint f. [illegible]

Gentlemen:

On July 10 a satisfactory bid was received from Richard L. Martin of Oswego for constructing the Coon & Pebble Creek Bridges on FAS 854 and from Warren Northwest, Inc., of Portland for paving the Oak Ranch Creek Section of FAS 567. In accordance with the agreements between county and state the following advance deposits are required prior to award of a contract:

505-1041
5258

Coon & Pebble Creek Bridges, FAS 854

Bid Items	$53,666.90	
12-1/2% Eng'ring & Contingencies	6,708.36	
Estimated Total Cost	$60,375.26	
County advance deposit of 20% =		$12,000.00

505-1042
5252

Oak Ranch Creek Section, FAS 567

Bid Items	$86,901.00	
Flagging	200.00	
12-1/2% Eng'ring & Contingencies	10,887.63	
Estimated Total Cost	$97,988.63	
County advance deposit of 20% =		$19,600.00
Total Advance Deposit		$31,600.00

Rec'd. 7/18/58

Please make this deposit by means of a check or warrant in the amount of $31,600 payable to the Oregon State Highway Commission, forwarding

same to this office. If this deposit is received prior to July 25 a contract will be awarded at the regular Highway Commission meeting on July 31 and August 1.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engineer, County & City Relations

JFH:be

NOTED
Harold C. Ayers

June 24, 1958

NOTED

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Oak Ranch Creek section of [illegible] 567 upon which bids will be received July 10 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $120,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than July 7.

Very truly yours,

R. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

John F. Hagemann
Asst. County & City Relations Engineer

JFH:bc
Enc.

MEMO TO J. W. NASH
5/26/58

FAS 567, COLUMBIA COUNTY

TERMINI: From FAS 601 easterly 6 miles (Oak Ranch Creek Section).

PROPOSED WORK: Construct 2-lane high type surfacing.

PROJECT LENGTH: 6.00 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$120,000	$72,000	$24,000	$24,000 (Co.)

EXISTING FACILITY

ROADWAY: Oil mat wearing surface 18' wide with 2' to 5' shoulders on standard grade and alignment. The oil mat has some surface spalling and edge raveling which is resulting in relatively high maintenance costs.

STRUCTURES: Three bridges over Oak Ranch Creek:
#1 - Twelve 15' P.T. spans, H.C. 23'-2", H-15.
#2 - Three 15', one 25', one 20' P.T. spans, H.C. 23'-2", H-13
#3 - Three 19' P.T. spans, H.C. 23'-2", H-13.
All of the above bridges are to remain in place.

ADJACENT SECTIONS:
WEST END: Junction FAS 601.
EAST END: 18' wide oil mat wearing surface with 4' to 5' shoulders.

PROJECT DATA: Reshape the existing shoulders and ditches, construct asphaltic concrete pavement 20' in width, and place shoulder rock varying in width from 1' to 4' with the normal width being 4'. Only a few short sections of 1' shoulders through heavy cuts will be involved. No widening at these points is planned due to excessive grading quantities involved.

ROW WIDTH: 60' minimum.
MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.
RR XING: None.
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None.
PUBLIC HEARING: None required.

Route data submitted under Oregon Project S-129(1).

JFH:mm

NOTED
JOHN D. GRAHAM

[illegible] D
[illegible]GON

RECEIVED
MAY 2 '58
FOR FILING

4-25 58

NOTE:
W. C. WILLIA

L 129 (3)
5252

LOCATION PROSPECTUS
OAK RANCH CREEK SECTION,
APIARY ROAD, FAS 567
COLUMBIA COUNTY

1. The following prospectus is submitted regarding the Oak Ranch Creek Section of the Apiary Road in Columbia County. The westerly terminus is at Station 0+00 (M.P. 0.00), which station is at the junction of the Apiary Road and the Nehalem Secondary Highway. The easterly terminus is at Station 233+04 (M.P. 4.41) on the Apiary Road. Overall length of the project is 4.41 miles.

2. This will be a survey for the purpose of defining and constructing a 20-foot asphaltic concrete pavement over the existing facility and for reshaping existing shoulders and ditches.

3. The existing alignment will be maintained. Potholes and irregular sections will be patched with asphaltic concrete prior to paving. Low sections will be built up with 3/4"-0 crushed rock. There are no special drainage problems. An economic analysis is not necessary.

4. The present ADT is 80 and the 1975 projected ADT is 150. This will be a Class E-60 facility with a maximum grade of 3.84 per cent and a maximum curvature of 6 degrees. The typical cross-section will consist of two 10-foot running lanes with crushed rock shoulders. Shoulder width will vary from 4 feet to 1 foot. Tentative paving design by G. L. Decker is:

3" Asphaltic Concrete

5. This facility has a rise and fall of 420 feet and a central angle of 254 degrees.

6. Deviations from the standards set forth, for this class of highway, in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticipated. The deviation will be the shoulder width variation from 4 feet to 1 foot.

7. This facility has unrestricted access, no interchanges, no railroad crossings, and no river or stream crossings.

8. Adequate quantities of necessary materials are available in the State-owned quarry at M.P. 3.96 of the Apiary Road. A crusher site is proposed at the southeast corner of the quarry.

9. Agreements with the county are not necessary. There are no facilities which require disposition.

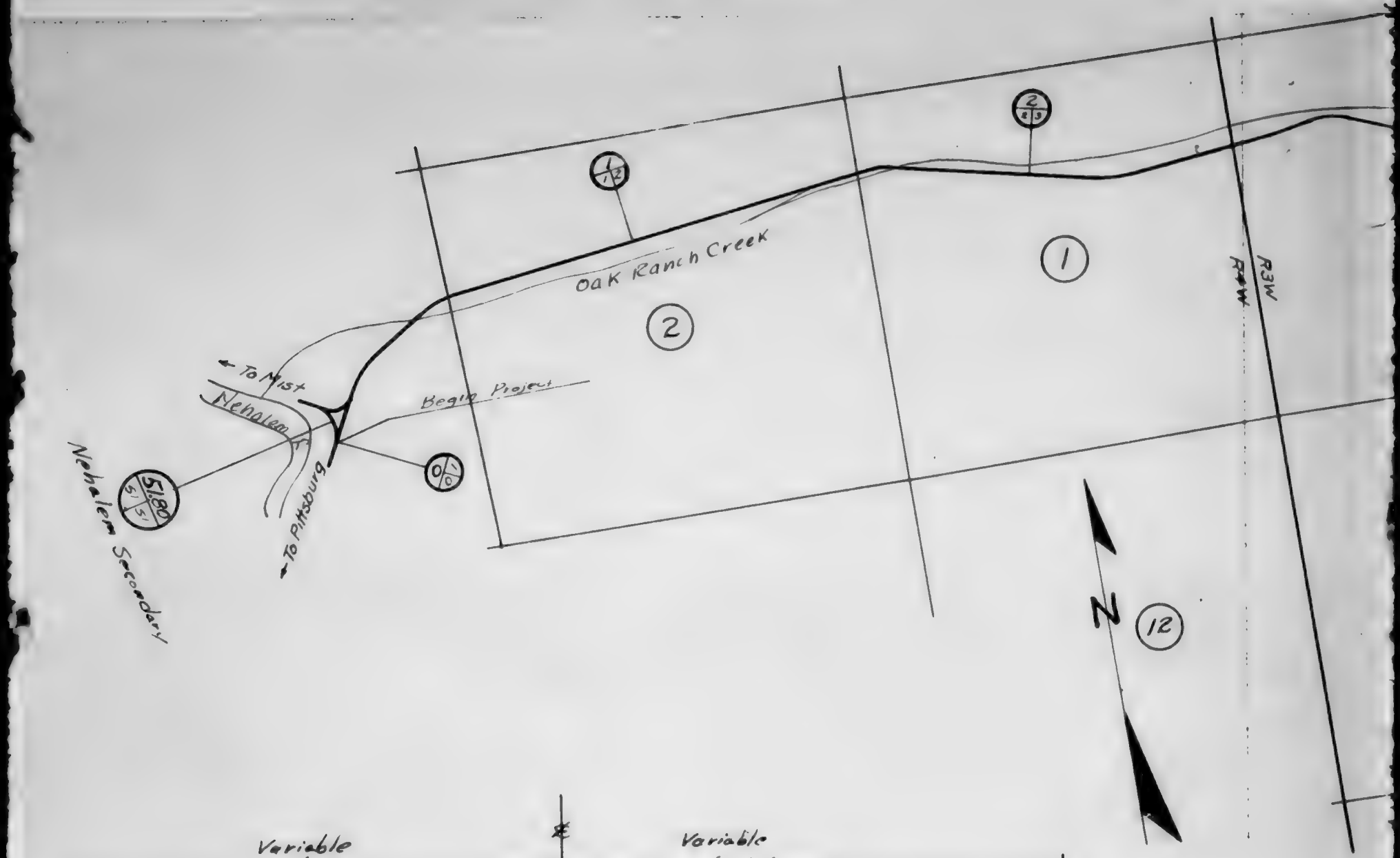
10. There are no state parks in the vicinity.

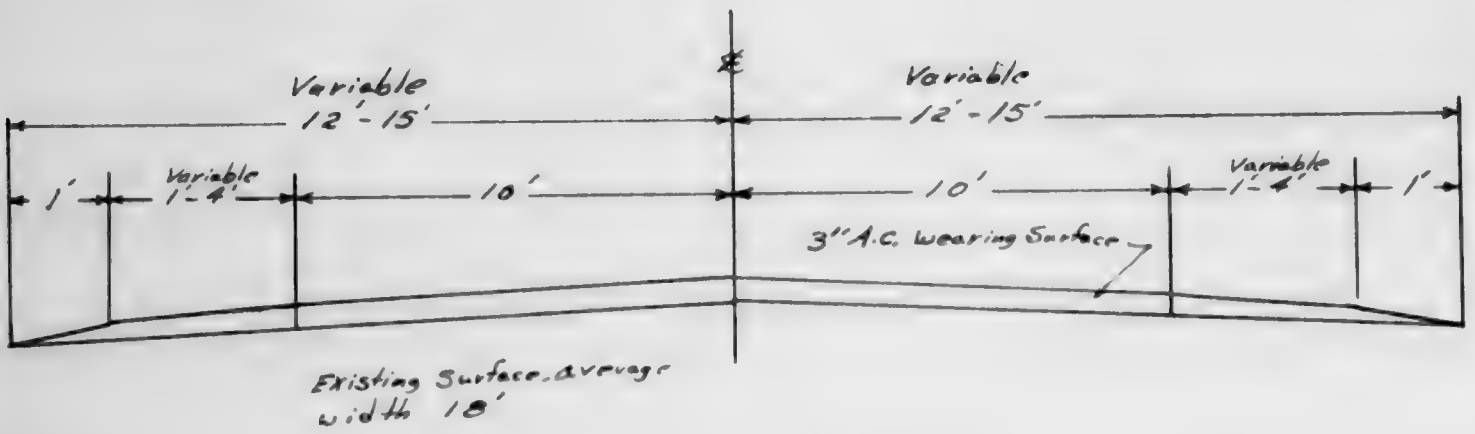
April 25, 1958

Attachment

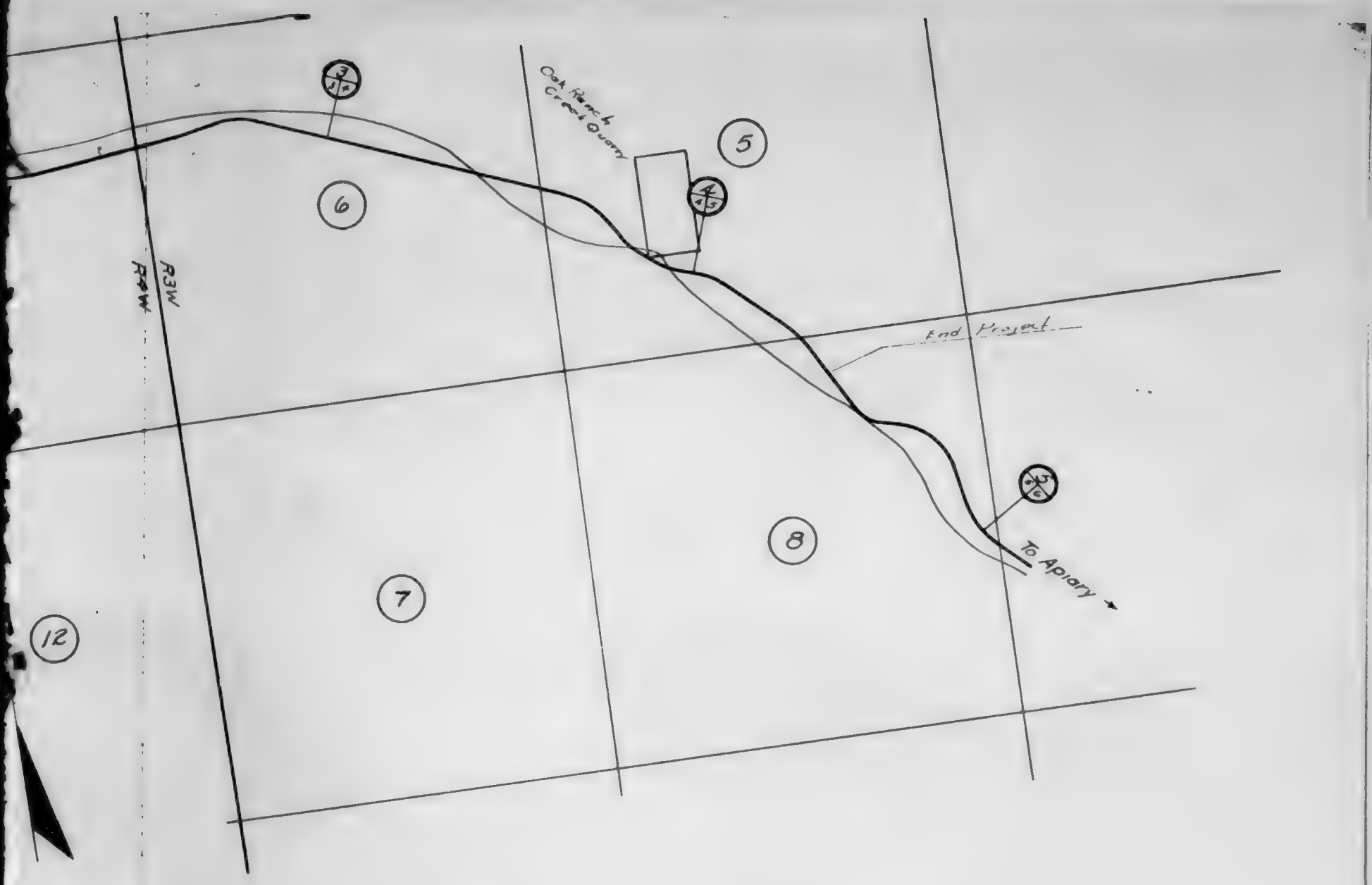
cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
E. J. Hall
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
APR 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER





Typical Section



SKETCH MAP
Showing
Oak Ranch Creek Road
FAS 567
APIARY ROAD
M.P. 0.0 to M.P. 5.1
Scale 1" = 2000'
E. J. Hall Res. Engr. April 1958

NOTED
Harold C. Ayers

NOTED
V R [illegible]

Salem, Oregon
April 18, 1958

Oak Ranch Creek Section
FAS 567, Columbia County

Mr. Tom Edwards
O F F I C E

NOTED
John F. Hagemann

The field data for the subject named project has been examined and found to be consistent with the project as requested by the county and approved by the Highway Commission.

As the county will be unable to furnish its required match money until July 1, this project should be scheduled for the June 19 and 20 letting.

It now appears that there will be sufficient funds available to Columbia County to include an additional 2 miles in this project. Mr. Walker, Division Engineer, plans to look the road over next week and see if the condition of the existing road beyond the limits of the present project is suitable for the same type of construction as specified. If so, it would be desirable to lengthen the project.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: Frank Hall
V. G. O'Neil

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

NOTED
Harold C. Ayers

Salem, Oregon
March 11, 1958

Oak Ranch Creek Section
FAS 567, Columbia County

Mr. Tom Edwards
O F F I C E

NOTED
JOHN D. GRAHAM

Examination by Mr. Walker, Division Engineer, of the subject named section of County FAS 567 determined that the existing oil mat wearing surface more nearly approached 18' in width rather than 20' as originally reported. Mr. Walker advised that construction of a 20' asphaltic concrete pavement as originally proposed would require extensive grading operations and suggested the possibility of reducing this pavement width to 18' as the ADT for the route is comparatively low (1956 ADT = 90).

This matter was discussed with the county judge and he requested the pavement width for the FAS project be reduced to 18'. Shoulder widths would remain as described in the original tabulation.

John F. Hagemann
Asst. Engr., County & City Relations

JFE:am

cc: Hon. John W. Whipple, Columbia County Judge
J. D. Walker
V. G. O Neil
Frank Hall

NOTED
C. G. SWENSON

NOTED
V. D. [illegible]

NOTED
Harold C. Ayers

FAS 567

March 3, 1958

Columbia County Court
St. Helens, Oregon

NOTED
John F. Hagemann

Gentlemen:

On February 27 the Highway Commission approved the county FAS projects in Columbia County as described in the attached tabulation.

Preliminary engineering for the projects on FAS 567 and 854 will be under the supervision of our division office with headquarters in Salem. That for the Milton Creek Bridge on FAS 816 will be under the supervision of our division office with headquarters in Portland.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att: 58-b

NOTED
[illegible] GRAHAM

NOTED
C. G. SWENSON

COLUMBIA COUNTY
PROPOSED PROJECTS

FAS 567 - Oak Branch Creek Section, approximately 3 miles, $88,000. This section extends from the Nehalem State Highway (FAS 601) near Oak Branch Creek easterly as far as available funds will permit.

The proposed project is to reshape the existing shoulders and ditches, construct a 20' wide asphaltic concrete pavement over the existing 20' wide bituminous wearing surface, and construct crushed rock shoulders generally 4' in width. It may be necessary to reduce the shoulder width to 2' or 3' in some sections to avoid excessive grading quantities and some short sections may require additional base material prior to paving.

FAS 816 - Milton Creek Bridge, $35,000. This bridge is located in St. Helens at the crossing of Columbia Boulevard over Milton Creek. The existing bridge carries Highway Department bridge inventory number 13757 and was originally designed by the Highway Department.

The proposed project is to construct a new reinforced concrete structure with a roadway width conforming to the existing street width between sidewalks and with walks on each side. The FAS project will be for the structure only including removal of the existing bridge. The city of St. Helens, with County consent, plans to utilize the existing steel truss at another site and provisions should be made to salvage this truss and turn it over to the city. The street will be closed during bridge construction.

FAS 854 - Coon and Pebble Creek Bridges, $55,000. These bridges are located 0.4 and 0.8 mile south of the junction of FAS 854 with FAS 601 (Nehalem Highway) respectively. The existing Coon Creek Bridge carries Highway Department bridge inventory number 13681 and the existing Pebble Creek Bridge number 13682.

It is proposed to replace the existing 102' long untreated pile trestle bridge over Coon Creek with a reinforced concrete bridge on treated piling or a culvert and fill, whichever is the most economical. If a bridge is constructed it should have a 24' roadway. If a culvert and fill are constructed, the finished roadway width should be 28'. The proposed project at Pebble Creek is to replace the existing 155' long untreated pile trestle with a reinforced concrete structure on treated piling, having a roadway width of 24'. The FAS project will be for the structures only, including removal of the existing bridges. Columbia County will provide detours and construct road approaches as required.

The funds programmed above represent the presently estimated balance of fiscal years 1958 and 1959 FAS funds available to Columbia County and may be adjusted as final costs on projects presently under contract become available. The funds may also be adjusted between projects as required with the bridges to be constructed first.

Contracts cannot be awarded on these projects until after July 1, 1958, to permit County financing of its share from its next year's budget.

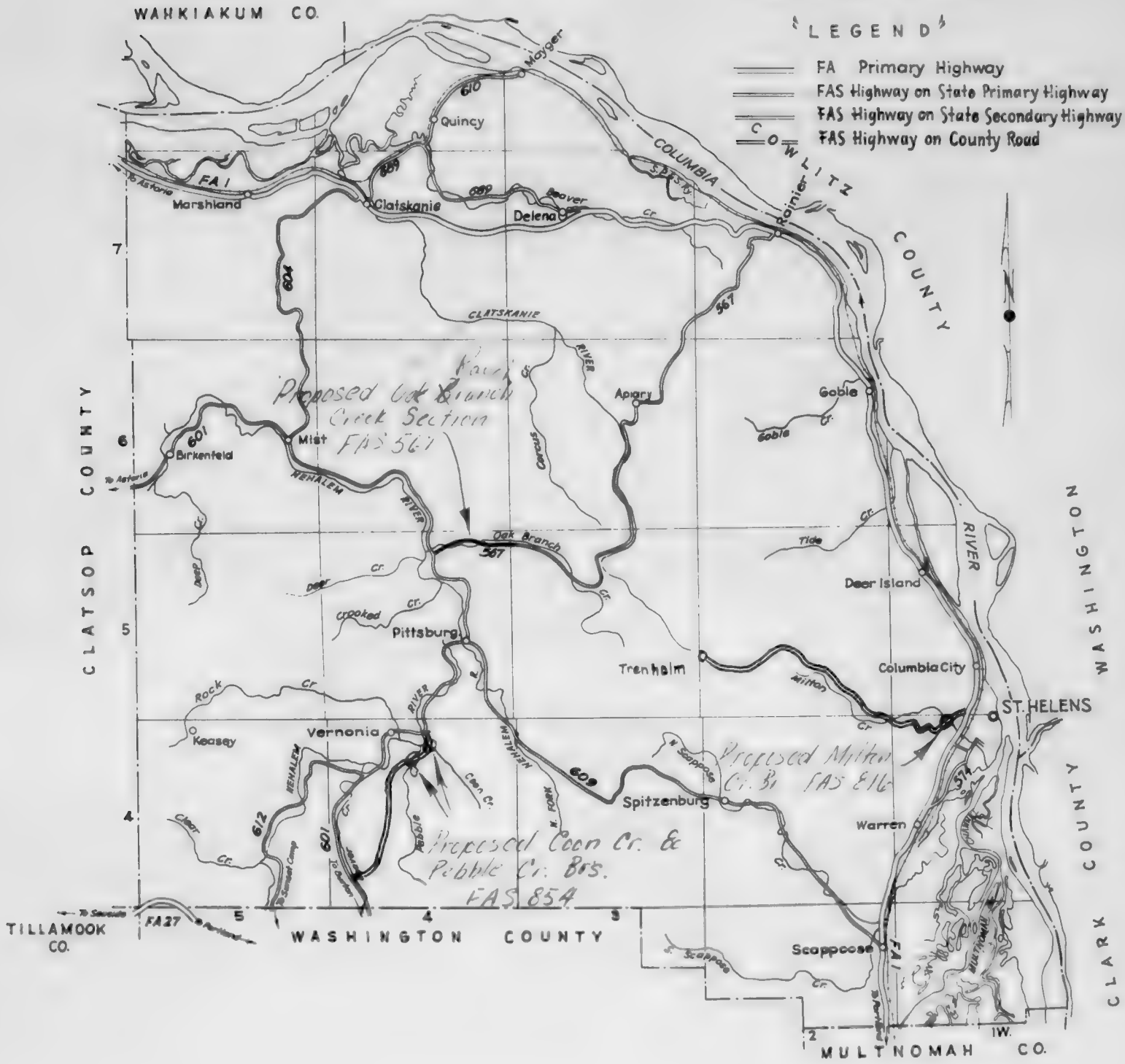
(58-b)
2/17/58

COLUMBIA COUNTY
FAS SYSTEM
April, 1956

Scale 0 1 2 3 4 5 6 MI.

LEGEND

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road



DF-109(8) Fahy Ave. U'Xing on Oregon Coast Hwy., in City of Bandon 1958

#5253

RECEIVED
OCT 19 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 14, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5253	7 Final	Sig Andersson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24583	64884	$ 2,508.85	10-9-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 160 workdays from August 11, 1958

Time Extensions: None of record

Completion Date: August 24, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 14, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 15 1959

NOTED ON CARD

RECEIVED
SEP 29 1959
FOR FILING

September 28, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5253 for construction of the Fahy Avenue Undercrossing on Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County was completed by the contractor, Sig Andersson, on August 24, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $2,508.85 will be released to the contractor on or after October 8, 1959. The total contract amount is $29,814.27, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

FORM E-121 SM 4-58

RECEIVED
AUG. 1958
FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 21, 1958

Sig Andersson
8th & Teakwood
Coos Bay, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5253, awarded July 31, 1958, for Fahy Avenue Undercrossing on Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
FOR FILING

August 1, 1958

Mr. Sig Andersson
1371 Bayview
North Bend, Oregon

Dear Mr. Andersson:

The State Highway Commission on July 31, 1958 awarded to you State Highway Contract No. 5253 for an undercrossing construction project on Fahy Avenue on the Oregon Coast in the city of Bandon, Coos County.

This award was based on your bid of $29,841 which was the low bid submitted to the Commission July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

When replying, refer to
08-35.4-0

5253

July 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5253 for Oregon Project DF-109(8), Fahy Ave. Undercrossing on the Bullards Bridge-Bandon Section of the Oregon Coast Highway, to Sig Andersson of Coos Bay, Oregon, low bidder in the amount of $29,841.00 at the July 10, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

NOTED

Original to
Bridge Dept.

DS-363(4) Middle Unit, Paulina-Trout Cr. & Trout Cr. Sections (Grading) 1958

#5254

DS-363(4) Middle Unit, Paulina-Trout Cr. & Trout Cr. Sections (Grading) 1958

#5254

RECEIVED
MAR 15 1960
FOR FILING

01-363(4)

Salem, Oregon
March 14, 1960

Mr. L. I. Lindas
Chief Counsel
O F F I C E

Reference is made to Mr. Bodie's letter of March 8, 1960, concerning the case of Richard J. Thompson vs. George E. Blaisdell and Crook County.

Under terms of an agreement between Crook County and the State, executed in March 1958, the State awarded a contract to Geo. E. Blaisdell and Son Const. Co. on April 2, 1958, for grading and structures on the East Unit of the Paulina-Trout Creek Section of the Paulina-Logdell Road in Crook County. This is Contract No. 5160 and work thereunder was completed on September 18, 1958. On Oct. 13, 1958, Crook County was notified of the completion and were advised to assume the maintenance under terms of a certain maintenance agreement between the County and State which was executed on March 14 and 24, 1958.

Under terms of an agreement between Crook County and the State, executed in July 1958, the State awarded a contract to Geo. E. Blaisdell and Son Const. Co. on July 31, 1958, for grading the Middle Unit of the Paulina-Trout Creek Section and the Trout Creek Section of the Paulina-Logdell Road in Crook County. This is Contract 5254 and work thereunder was completed on September 27, 1958. On November 21, 1958, Crook County was advised of the completion and was advised to assume the maintenance under terms of a certain maintenance agreement between Crook County and the State which was executed on July 1 and 22, 1958.

I enclose herewith copies of Contracts 5160 and 5254, a copy of the Standard Specifications, issue of May 1, 1954, a copy of the completion notice and maintenance agreement on each contract. Copies of the plans for each of these contracts are attached to the above-mentioned project agreements which Mr. Bodie could find in the County files.

R. L. Porter
Office Engineer

RLP:bb

Enc.

Form A-150—1036—6-58

RECEIVED
JUL 17 1959

INVOICE

Oregon State Highway Department

SALEM, OREGON

Crook County — Fa 0453
Prineville, Oregon

Invoice No. 61235

Date July 15, 1959

Your Req. No.

Billing Request No. 58-506

Credit Distribution:

Middle Butte, Paulina-Trout Creek Section, FAS 453, covered by agreement dated 7/22-58
Final Billing

Advance Deposit	$ 5,000.00
County share	4,505.27
To be refunded	$ 494.73

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Disbursement Request $ .....

By .....

State Printing 13107

NOTED
V. R. JONES

NOTED
C. G. SWENSON

July 16, 1959

Crook County Court
Courthouse
Prineville, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Final costs are now available for the Middle Unit, Paulina-Trout Creek Section of FAS 453 and, as shown in the attached cost statement, a refund of $494.73 is due the county.

This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

Completed 1/22/58

County Crook — Contract No. 5258 — Date 2/15/58

FAS 463 — Section Middle Unit, Powline-Trout Creek

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$23,[illegible]5.58
Construction engineering				[illegible]
TOTAL CONSTRUCTION COSTS				$25,[illegible]5.27
FEDERAL FUNDS COLLECTED FOR PROJECT .				
D Funds		$16,[illegible]		
L Funds		[illegible]3,4[illegible]		$1[illegible]

AGREED COUNTY SHARE OF TOTAL COSTS

[illegible]% of difference between $22,[illegible] and federal funds
($22,[illegible] - $1[illegible]) X 1/2 ..... = $1,[illegible]

1[illegible]% of all over $22,[illegible] ..... = [illegible]
TOTAL..... $4,[illegible]

County Advance Deposit..... $[illegible]
Less County Share..... [illegible]

REFUND DUE COUNTY..... $ [illegible]

JFH:[illegible]

Dec. 31, 1958

STATE OF OREGON

To GEORGE E. BLAIRDELL & SON CONSTRUCTION CO. Dr.

County Crook — Postoffice address Portland, Oregon

Highway Paulina-Lookout Road — Work done to Sept. 22, 1958 — Contract No. 5254

Section Middle Unit, Paulina-Trout Creek and Ironhide Creek — Prefix No. 507-1033-201(41) — Estimate No. 4 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	2500.00	100%	2,500.00	2,500.00	-
2. Excavation, unclass.	c.y.	1.90	152.03	290.36	290.36	-
3. General excav., unclass.	c.y.	.33	43,709.5	14,430.64	14,466.64	-36.10
4. Short overhaul	yd.sta.	.01	75,841	758.41	758.41	-
5. Long overhaul	C-yd.sta.	.45	591.7	266.27	266.27	-
6. Sprinkling	M/gal.	3.00	470	1,410.00	1,410.00	-
7. Finish. roadbed and slopes	mile	350.00	3.8	1,330.00	1,330.00	-
8. 12" corr. metal pipe	l.f.	2.50	24	60.00	60.00	-
9. 18" corr. metal pipe	l.f.	4.00	312	1,248.00	1,248.00	-
11. Salvaging culvert pipe	l.f.	3.00	58	174.00	174.00	-
PAVED 72" corr. metal pipe	l.f.	6.00	100	600.00	600.00	-

Section Middle Unit, Pauline-Front Creek and Irondale Creek Prefix No. 507-1053-201(41) Estimate No. 4 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	2500.00	100%	2,500.00	2,500.00	-
2. Excavation, unclass.	c.y.	1.99	152.03	290.36	226.36	-
3. General excav., unclass.	c.y.	.33	43,799.5	14,453.84	14,486.64	-36.10
4. Short overhaul	yd.sta.	.01	75,891	758.41	758.41	-
5. Long overhaul	C-yd.sta.	.45	591.7	266.27	266.27	-
6. Sprinkling	M/gal.	3.00	470	1,410.00	1,410.00	-
7. Finishing roadbed and slopes	mile	350.00	3.8	1,330.00	1,330.00	-
8. 12" corr. metal pipe	l.f.	2.50	24	60.00	60.00	-
9. 18" corr. metal pipe	l.f.	4.00	312	1,248.00	1,248.00	-
11. Salvaging culvert pipe	l.f.	3.00	58	174.00	174.00	-
PAVI 72" corr. metal pipe	l.f.	6.00	100	600.00	600.00	-

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 22, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5254	4 final	George E. Blaisdell & Son Const. Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
807	H 233707	$657.85	1/21/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenborn
ACCOUNTING DIVISION

Specified completion date: 50 workdays from Aug. 11, 1958

Time Extensions: ~~Sept. 22, 1958~~ None

Completion Date: Sept. 22, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Dwelly
~~H. B. Glaisyer~~
Secretary

Warrant Mailed: JAN 23 1959
Gc

NOTED ON CARD
Lm

RECEIVED
JAN 12 1959
FOR FILING

A

Jan. 9, 1959

CERTIFIED MAIL

American Casualty Co. of Reading, Pa.
607 Washington St.
Reading, Pa.

Gentlemen:

State Highway Contract No. 5254, for grading on the Middle Unit, Paulina-Trout Creek and Trout Creek Sections of the Paulina-Logdell Road in Crook County was completed by the contractor, George E. Blaisdell & Son Const. Company, on Sept. 22, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $657.85 will be released to the contractor on or after Jan. 19, 1959. The total contract amount is $23,095.58, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 12 1958
FOR FILING

NOTE
W. C. WILLIAMS

December 9, 1958

FINAL COST ANAIYSIS

Middle Unit, Paulina-Trout Creek — Grading — Paulina-Logdell Road
Contract No. 5254 — Geo. E. Blaisdell & Son Construction Co., Contractor — Prefix 507-1032
Ernest L. Scrivner, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All		$2,500.00	$	$ 1,406.20	$ 2,500.00
Drainage Excavation, Unclass.	157.03	Cu.Yds.	1.90	0.89	139.71	298.36
General Excavation, Unclass.	43,800.9	Cu. Yds.	0.33	0.256	11,232.80	14,454.30
Short Overhaul	75,841	Yd.Sta.	0.01	0.01	758.41	758.41
Long Overhaul	591.7	C.yd.Sta.	0.45	0.45	266.27	266.27
Sprinkling	470	M/gals	3.00	2.42	1,139.94	1,410.00
Finish Roadbed & Slopes	3.80	Miles	350.00	322.68	1,226.21	1,330.00
12" Corr. Metal Pipe	24	Lin.Ft.	2.50	3.44	82.70	60.00
18" Corr. Metal Pipe	312	Lin. Ft.	4.00	3.65	1,140.67	1,248.00
Salvaging Culvert Pipe	58	Lin.Ft.	3.00	1.36	79.15	174.00
PA#1 Installing 72" C.M.P.	100	Lin.Ft.	6.00	5.45	545.03	600.00
					$18,017.09	$23,099.34

Gross Revenue	$23,099.34
Total Cost	18,017.09
Net Profit	$ 5,082.25

Net Profit equals 22% of the Gross Revenue

RECEIVED
DEC 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST

Labor:		
Labor and Supervision	$5,195.12	
Labor Insurance	539.40	
		$ 5,734.50
Materials:		
12" Corr. Metal Pipe 24 Lin.Ft. at $2.13 Bands Inc.	$ 55.38	
18" Corr. Metal Pipe 312 Lin.Ft. at $2.97 Bands Inc.	662.31	
		$ 717.69
Equipment Rental and Miscellaneous Supplies:		
Equipment Rentals (Owned)	$9,054.96	
Gas, Oil and Grease	1,388.52	
Small Tools and Miscellaneous Supplies	261.85	
Bond	173.25	
Home Office and General Overhead	686.30	
		$11,564.88
Total Cost		$18,017.09

REMARKS:

This was a "Federal Aid Secondary Project" calling for the construction of 3.88 miles of highway roadbed on the Middle Unit, Paulina-Trout Creek Section on the Paulina-Logdell Road in Crook County. The project was bid July 10, 1958, work started August 15, 1958 and the Project was completed September 22, 1958.

On August 15, 1958 the contractor moved his grading equipment from the adjacent State project and started clearing. Clearing consisted of Sage Brush, which was bladed and dozed off the right of way. Grading consisted of dirt and loose rock which required no ripping or drilling and shooting.

Having good bid prices with good production on grading with no movein cost, the contractor realized a nice profit from this project.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 14, 19 58

Section Middle Unit, Paulina-Trout Cr. & Trout Cr. Kind of work Grading

Highway Paulina-Logdell County Crook Section prefix 507-1032

Contractor Geo. E. Blaisdell and Son Const. Co. Contract number 5254

Date of contract July 31, 19 58 Specified work days 50

Date work started August 15, 19 58 Work days used 26

Project authorization . . . . . $ 26,276.63 Per cent of time elapsed 52 %
Exclusive of engineering . . . . $ 24,408.07

Estimated cost of completed project, exclusive of engineering . . . . . $ 22,499.34

Estimated per cent overrun or underrun . . . . . Underrun 7.7 %

Per cent of contract completed, based on total contract price . . . . . 96.6 %
Engineering authorization . . . . $ 1,868.56

Engineering cost to date $ 2,052.37, 109.8 % Date project was completed Sept. 22, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate for project completed and submitted to Division office Thursday.

- FINAL REPORT -

CONSTRUCTION DIVISION
RECEIVED
NOV 17 1958
NOTED

NOTED
C. E. Paulson

Signed Ernest L. Scrivner

Address P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.80				
Miles partially completed	3.80				
Miles completed	3.80				
Total estimated quantities (contract)	44,600 CY				
Total quantities corrected to date	44,800.9 CY				
Estimated quantities moved or placed to date	44,800.9 CY				
Average daily quantities	Proj. Completed				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair&Cool		
Tuesday	Fair&Cool		
Wednesday	Cloudy&Cold		
Thursday	Rain&Cold		
Friday	Cloudy&Cold		
Saturday			

RECEIVED
OCT 30 1958
FOR FILING

[illegible]
5254

October 29, 1958

CERTIFIED MAIL

American Casualty Company
607 Washington St.
Reading, Pennsylvania

Gentlemen:

It is the intention of the State Highway Commission to release to George W. Blaisdell & Son Construction Company a portion of the funds heretofore retained by the Commission on contract No. 5254, covering grading on the Middle Unit, Paulina-Trout Creek and Trout Creek Section of the Paulina-Logdell Road in Crook County.

This payment in the amount of $7,386.52 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $600.49. The present payment will be released on or after November 10, 1958.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: American Casualty Co.
Rathbone, King & Seeley
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM E-125 SM 4-58

RECEIVED
SEP 30 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5254

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Sept. 30, 1958

George E. Blaisdell & Son Const. Co.
5135 N. Interstate Ave.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5254, awarded July 31, 1958, for grading on the Middle Unit, Paulina-Trout Creek and Trout Creek Sections on the Paulina-Logdell Road in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 29 1958
FOR FILING

5254

September 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 22, 1958, on Contract No. 5254, Middle Unit, Paulina-Trout Creek and Trout Creek Section, in Crook County, in connection with Federal Aid Project No. DS-363(4).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

cc: Clarence G. Swanson

RECEIVED
AUG 22 1958
FOR FILING

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 15, 1958, on Contract No. 5254, Middle Unit, Paulina-Trout Creek and Trout Creek Section, in Crook County, in connection with Federal Aid Project No. DS-363(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mas

RECEIVED

5254

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-363(4)

MIDDLE UNIT, PAULINA-TROUT CREEK AND TROUT CREEK SECTIONS

OF THE PAULINA-LOGDELL ROAD IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 14, 1958

Type Code 0010
Roadway (Sta. 2+01.82 to Sta. 118+00)(Sta. 430+88.11-397+85.53 to Sta. 313+00)
(Contract No. 5254)

Clearing and Grubbing	All Required	$	$ 2,500.00
Drainage Excavation, Unclassified	120 cu. yds.	1.90	228.00
General Excavation, Unclassified	44,600 cu. yds.	.33	14,718.00
Short Overhaul	81,700 yd. sta.	.01	817.00
Long Overhaul	420 C-yd.sta.	.45	189.00
Sprinkling	44 M-gals.	3.00	132.00
Finishing Roadbed and Slopes	3.88 miles	350.00	1,358.00
12-inch Corrugated Metal Pipe	50 lin. ft.	2.50	125.00
18-inch Corrugated Metal Pipe	310 lin. ft.	4.00	1,240.00
36-inch Corrugated Metal Pipe	140 lin. ft.	13.00	1,820.00
Salvaging Culvert Pipe	60 lin. ft.	3.00	180.00
			$23,307.00
Flagging (57½% of Contractors Cost)	All Required		50.00
	Subtotal		$23,357.00
	10% Engr. & Cont.		2,335.70
	Total		$25,692.70

Length of Roadway. . . . . 3.879 miles
Cost of Roadway per mile $6,623.54

Federal "DS" Funds	$16,000.00
Federal "LS" Funds	3,400.00
State Funds	1,300.00
County Funds	4,992.70
	$25,692.70

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939
State Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Crook County with the Highway Dept.

RECEIVED
AUG 1 1958
FOR FILING
Ad 3L3(4)
C-2254

August 1, 1958

George E. Blaisdell & Son Constr. Co.
5135 North Interstate
Portland, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 awarded to you State Highway Contract No 5254 for grading the Middle Unit, Paulina-Trout Creek and Trout Creek Sections of the Paulina-Logdell Road in Crook County.

This award was based on your bid of $23, 307 which was the low bid submitted to the Commission July 10, 1958 for this project Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
JUL 27 1958
FOR FILING

DS-363(4)

5454

July 24, 1958

County Court of Crook County
Court House
Prineville, Oregon

Gentlemen:

We are enclosing for the records and files of Crook County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Crook County covering the Middle Unit, Pauline-Trout Creek Section of FAS 453 in Crook County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUL 2[illegible] 1958
FOR FILING

22-363(4)
5254

Salem, Oregon
July 24, 1958

Maint. - # 359
Finance - # 210

FAS Project Agreements
Crook County

Mr. C. G. Swenson
Engineer County & City Relations Dept.
O f f i c e

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Crook County covering the Middle Unit, Paulina-Trout Creek Section of FAS 453 in Crook County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Crook County.

Secretary

rn
Attach:

FORM E-20 50M 8-57—6503

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1958

SUBJECT: FAS Project Agreements
Crook County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a finance agreement covering the Middle Unit, Paulina-Trout Creek Section of FAS 453 in Crook County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the BPR.

This is a DS project and was approved by the Highway Commission on 5/8/58.

John R. Graham
John Graham
Office Engineer, County & City Relations

JEG:be
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 9, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 5-8-58 Minute Page 97

RECEIVED
JUL 9 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 11, 1958

Crook County Court
Courthouse
Prineville, Oregon

NOTED
John F. Hagemann

Gentlemen:

On July 10 a satisfactory bid was received from George E. Blaisdell & Son of Portland for constructing the Middle Unit, Paulina-Trout Creek Section of FAS 453. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid Items		$23,307.00
Flaggin		50.00
12-1/2% Eng'ring & Contingencies		2,962.50
Estimated Total Cost		$26,276.50
County Advance Deposit		
5% of $22,000.00	=	$ 1,100.00
All over $22,000.00	=	4,276.50
Total		$ 5,376.50 or say $5,300

Please make the deposit by means of a check or warrant in the amount of $5,300.00 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit prior to July 29, a contract will be awarded at the regular Highway Commission meeting on July 31.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

Received
7/15/58
525-4

JFH:be

NOTED
Harold C. Ayers

June 24, 1958

Crook County Court
Courthouse
Prineville, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Middle Unit, Paulina-Trout Creek section of FAS 453 upon which bids will be received July 10 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $30,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than July 1.

Very truly yours,

R. G. Williams
State Highway Engineer

By

NOTED
C. G SWENSON

John F. Hagemann
Asst. County & City Relations Engineer

JFH:be
Enc.

NOTED
V. R. JONES

May 27, 1958

Crook County Court
Courthouse
Prineville, Oregon

NOTED
Harold C. Ayers

Gentlemen:

On May 8 the Highway Commission approved the D fund project as described in the attached tabulation. It is planned to take bids on this project on July 10.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:[redacted]
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

PROPOSED PROJECT (County D-FAS Funds)
CROOK COUNTY

FAS 453 - East & West Unit, Paulina-Trout Creek Section, 4 miles, $22,000.

This project is located immediately east and west of the East Unit, Paulina-Trout Creek Section presently under contract, extending approximately 1.7 miles east and 2.3 miles west of said section.

The proposed project is to grade and drain only to a roadbed width of 34'. The county will place surfacing materials as required. The westerly 2.3 miles has been surveyed and plans are available at the highway department in Salem. The county is furnishing field data for the easterly 1.7 miles in the immediate future.

The $22,000 programmed represents Crook County's apportionment of the DS funds and will be supplemented with either regular FAS funds or county funds as required.

MEMO TO J. W. NASH
5/26/58

FAS 453, CROOK COUNTY

TERMINI: From the east end of Oregon project S-363(1) easterly 1.6 miles and from the west end of S-363(1) westerly 2.3 miles (Trout Creek and West Units, Paulina-Trout Creek Section).

PROPOSED WORK: Grade and drain only - 2 lane.

PROJECT LENGTH: 3.9 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$22,000	$16,000	$1,200	$1,200 (Co.)	$3,600 (L.)

EXISTING FACILITY:
ROADWAY: Unimproved road of native material following ground line.
STRUCTURES: None.

ADJACENT SECTIONS:
County is reconstructing to 28' wide crushed rock or gravel wearing surface.

PROJECT DATA: Grade and drain on an improved grade and alignment to a roadbed width of ~~32' to~~ 34'. After completion of grading, county will place a 28' wide crushed rock or gravel wearing surface to standards acceptable to the State.

ROW WIDTH: 60' minimum.

MINIMUM DESIGN STANDARDS: No exceptions.

ACCESS CONTROL: None

RR XING: None.

SYSTEM ACTION: None required.

UNUSUAL OR COMPLICATED SITUATION: None.

PUBLIC HEARING: None required.

Route data submitted under Oregon Project S-363(1).

NOTED
JOHN D. GRAHAM

JFH:mm

NOTED
[illegible] SWANSON

CROOK COUNTY, PRINEVILLE, OREGON

NOTED
Harold C. Ayers

HARRY C. FOWLER, JUDGE
LUKE M. REIF, COMMISSIONER
MELVIN WEBERG, COMMISSIONER

Mar. 23, 1950

Mr. John F. Hagemann
State Highway Commission
County, City Relations Department
Salem, Oregon

NOTED
John F. Hagemann

Dear Mr. Hagemann:

After talking to the District Engineer, I find that the present contractor will not be finished by July 10th, therefore, the date of July 10 will be all right for letting the contract but no later.

Sincerely,

Harry C Fowler

Harry C. Fowler
County Judge

HCF/lh

RECEIVED
MAR 24 1950
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
May 12, 1958

Mr. Tom Edwards
O F F I C E

East & West Units, Paulina-Trout Creek
FAS 453, Crook County

NOTED
John F. Hagemann

NOTED
V. R. JONES

Enclosed is the field data for the easterly 1.6 miles of the subject named project. This 1.6 mile section together with the westerly 2.3 mile section is to be graded with DS funds. The field data for the westerly 2.3 miles is in Salem.

The enclosed field data was furnished our division office in Bend, reviewed by the division, and forwarded via Mr. Vern Jones to this office.

This project should be contracted as soon as possible.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Encl.

NOTED
C. G. SWENSON

DS-131(3) Lonerock Cr. & Eight Mile Canyon Bridges 1958

#5255

Contract 5255
FAS 717, Gilliam County

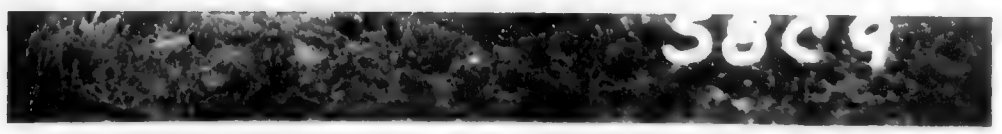
1/26/58	58 C 21	Eightmile Canyon Bridge Site from East
7/9/59	59 C 118	Eightmile Canyon Bridge from East
10/29/59	160	" " " " West

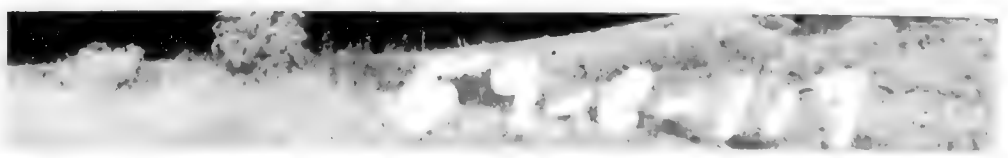
Contract 5255
FAS 717, Gilliam County

1/26/58	58 C 21	Eightmile Canyon Bridge Site from East
7/9/59	59 C 118	Eightmile Canyon Bridge from East
10/29/59	160	" " " " West

Contract 5255, Project S-384(1)
FAS 716, Gilliam County

12/18/57	58 C 10:	Eightmile Canyon Bridge Site from South
12/19/57	58 C 9	" " " " " "
7/9/59	59 C 117	Same as 58 C 9
10/29/59	161	Bridge from East
10/29/59	162	Bridge from South, Same as 58 C 9





Contract 5255, Project S-384(1)
FAS 716, Gilliam County

12/18/57	58 C 10:	Eightmile Canyon Bridge Site from South
12/19/57	58 C 9	" " " " " "
7/9/59	59 C 117	Same as 58 C 9
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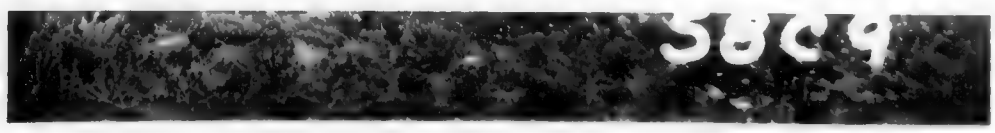

Contract 5255, Project S-384(1)
FAS 716, Gilliam County

12/18/57	58 C 10:	Eightmile Canyon Bridge Site from South
12/19/57	58 C 9	" " " " " "
7/9/59	59 C 117	Same as 58 C 9
10/29/59	161	Bridge from East
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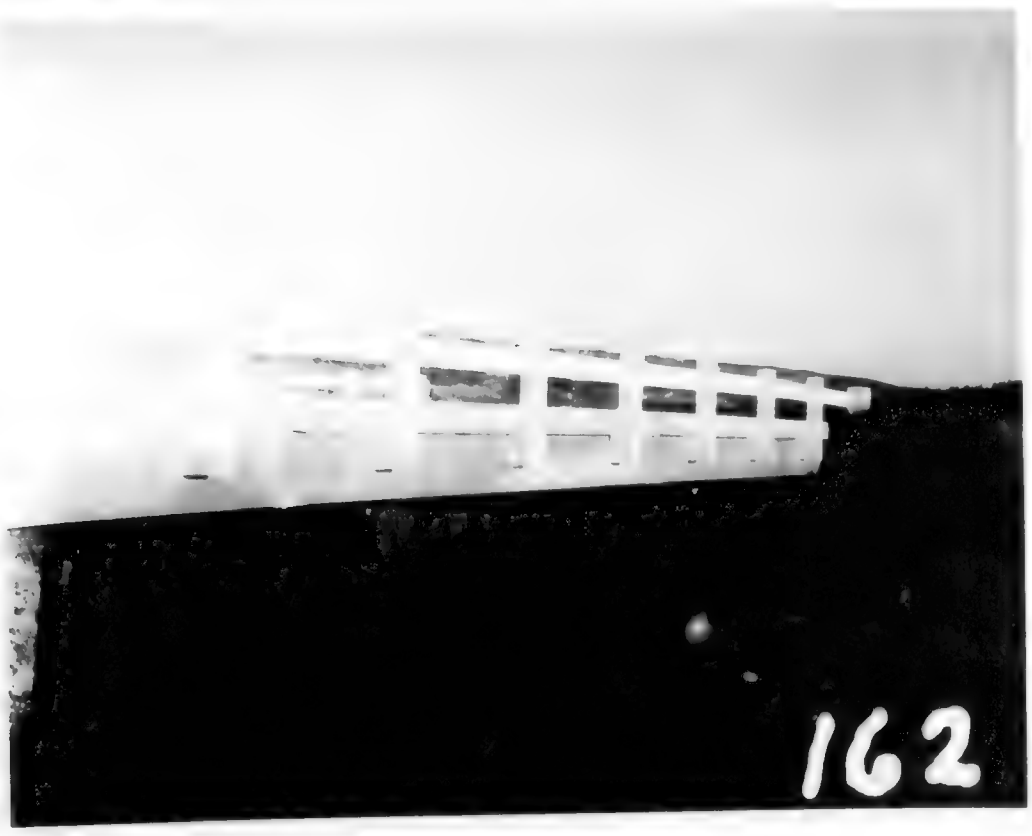
Contract 5255, Project S-384(1)
FAS 716, Gilliam County

12/18/57	58 C 10:	Eightmile Canyon Bridge Site from South
12/19/57	58 C 9	" " " " " "
7/9/59	59 C 117	Same as 58 C 9
10/29/59	161	Bridge from East
10/29/59	162	Bridge from South, Same as 58 C 9



Form A-150—5M—6-50

NOTED
Harold C. Avers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 5255
Proj. # IS-131(3), S-384(1), + S-393(1)

Gilliam County
Condon, Oregon

Attn: County Court

Invoice No. 62277

Date October 2, 1959

Your Req. No.

Billing Request No. 523

Credit Distribution 511-3023-297

Final billing: Lonerock Creek & Eightmile Canyon Bridges (2), FAS 444, 716, & 717, covered by agreements dated 6/30/58

Original advance deposit	$9,900.00	
Less amount previously transferred	4,900.00	
Balance in advance deposit fund		$5,000.00
County share total cost as per attached statement	$8,824.88	
Less amount previously transferred	4,900.00	
Balance		3,924.88
To be refunded		$1,075.12

ACKNOWLEDGMENT OF BILLING REQUEST

Cash received with Request No. .....

By .....

State Printing 21127

NOTED

September 30, 1959

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Lonerock Creek and Eightmile Canyon Bridges on FAS 441, 716, and 717. As shown in the attached cost statement, a refund of $1,075.12 is due the county. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT

COMPLETED 3/16/59
ITEMIZED STATEMENT OF FINAL COSTS

County Gilliam Contract No. 5255 Date 9/30/59

FAS 441, 716, & 717 Section Lonerock Creek & Eightmile Canyon (2) Bridges

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$47,601.68
Construction engineering				4,056.07
TOTAL CONSTRUCTION COSTS				$51,657.75
FEDERAL FUNDS COLLECTED FOR PROJECT				
"D" Funds		$13,400.00		
"L" Funds		2,800.00		
Total BS Project				$16,200.00
FAS Project				19,632.00

AGREED COUNTY SHARE OF TOTAL COST

BS Project - Total Cost = $19,824.00

All over $18,000 - - - - - - - - - - - - - -	$1,824.00	
50% of difference between $18,000 and "D" & "L" Funds ($18,000 - $16,200) X 1/2 - - - - - - -	900.00	
Total		$2,724.00

FAS Project - Total Cost = $31,833.75

50% of difference between total cost and FAS federal funds collected ($31,833.75 - $19,632) X 1/2 - - - - -		$6,100.88
TOTAL COUNTY SHARE		$8,824.88

County Advance Deposit	$9,900.00
Less County Share	8,824.88
REFUND DUE COUNTY	$1,075.12

JFK:mm

Item	Unit	Unit Price	Total Quan.	Total Amount
[illegible] CREEK BRIDGE (NR. NO. 102[illegible])				
1. Remove old bridge	all	2000.00	all	2,000.00
2. Furn. treated timber piling	l.f.	2.00	728	1,456.00
3. Drive timber piles	each	80.00	28	2,240.00
4. Class "A" concrete	c.y.	85.00	107	9,095.00
5. Metal reinforcement	lb.	.15	23,200	3,480.00
EIGHT-MILE CANYON NR. (NR. NO. 8[illegible])				
7. Furn. treated timber piling	l.f.	2.00	520	1,040.00
8. Drive timber piles	each	100.00	20	2,000.00
9. Class "A" concrete	c.y.	89.00	66	5,874.00
10. Metal reinforcement	lb.	.140	23,200	3,668.50
11. Treated lumber or timber in place	M/FBM	350.00	3.892	1,362.20
12. Asph. concrete wearing surface	ton	35.00	20	700.00
EIGHT-MILE CANYON NR. (NR. NO. 8[illegible])				
13. Furn. treated timber piling	l.f.	2.00	480	960.00
14. Drive timber piles	each	100.00	20	2,000.00
15. Class "A" concrete	c.y.	89.00	66	5,874.00
16. Metal reinforcement	lb.	.140	23,200	3,668.50
17. Treated lumber or timber in place	M/FBM	350.00	3.892	1,362.20
18. Asph. concrete wearing surface	ton	35.00	20	700.00
PAM1 cement adj. (in favor of cont.)	Mil.	6.25	3.40	21.28
			Total	47,601.68

RECEIVED
MAY 7 - 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

May 5, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
DS-12(15) S 384(1), S 392(1)	7 P.F.	Marshall Construction Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5255	H243450	$37.68	5-5-59
10229			

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapuelske
ACCOUNTING DIVISION

Specified completion date: 80 workdays from Sept. 9, 1958

Time Extensions: None of record

Completion Date: March 16, 1959

Date Accepted: April 16, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: May 6, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

MAY 6 1959
F.C.

NOTED ON CARD
.1 C

RECEIVED
MAY 1 - 1959
FOR FILING

CERTIFIED MAIL April 30, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

You are hereby notified that a post-final payment will be made to Marshall Construction Company on contract #5255, for bridge construction on the Lonerock Creek and Eight-Mile Canyon Sections of County Roads, FAS #444-#716-#717. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $47,601.68, including the post-final payment of $37.68. There was no force account work performed in connection with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

April 20, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
DA-131(3) S 384(1)+131(4)	6 final	Marshall Construction Co.	
5255 (VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8895	H242141	$ 7,095.19	4/20/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: 80 workdays from September 9, 1958

Time Extensions: None of record

Completion Date: March 16, 1959

Date Accepted: April 16, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: April 21, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Secretary

Warrant Mailed:

JC

NOTED ON CARD

RECEIVED
APR 13 1959
FOR FILING

CERTIFIED MAIL

April 13, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5255 for work performed on the Lonerock Creek and Eight-Mile Canyon Section of County Roads, FAS #441-#716-#717 in Gilliam County was completed by the contractor, Marshall Construction Company, on March 16, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $7,095.19 will be released to the contractor after acceptance by the Commission. The total contract amount is $47,564.00 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD
dc

RECEIVED
APR 7 - 1959
FOR FILING

April 6, 1959

J. H. Baxter & Co.
541 Pittock Block
Portland, Oregon

Attention: Mr. C. F. Craig

Gentlemen:

This will acknowledge your letter of April 3 pertaining to State Highway Contract No. 5255 with the Marshall Construction Co. for bridge construction on the Lonerock Creek and Eightmile Canyon Section in Gilliam County.

This contract was completed March 16, 1959, but has not yet been accepted by the Highway Commission.

The surety for this contract is the United Pacific Insurance Co., through their agent, Victor S. Risley Co., 223 Board of Trade Building, Portland 4, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

J. H. BAXTER & CO.

POLES - PILING - LUMBER
WOOD PRESERVING

541 PITTOCK BLOCK
PORTLAND, OREGON
ZONE 5

CAPITAL 7-2574
TELETYPE: PD 553
FILE NO. CC-187

April 3, 1959

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query, Secretary

Gentlemen:

Subject: Contract No. 5455 - Lonerock & Eight Mile Canyon Bridges

Could you give us the status of the above referenced contract, which you have with Marshall Construction Company, Box 1032, Hermiston, Oregon. Our Invoices for the pressure treated piling and lumber, which was shipped to this project last December, have not paid.

In your reply, would you also give us the name of the bonding company.

Very truly yours,

J. H. BAXTER & CO.

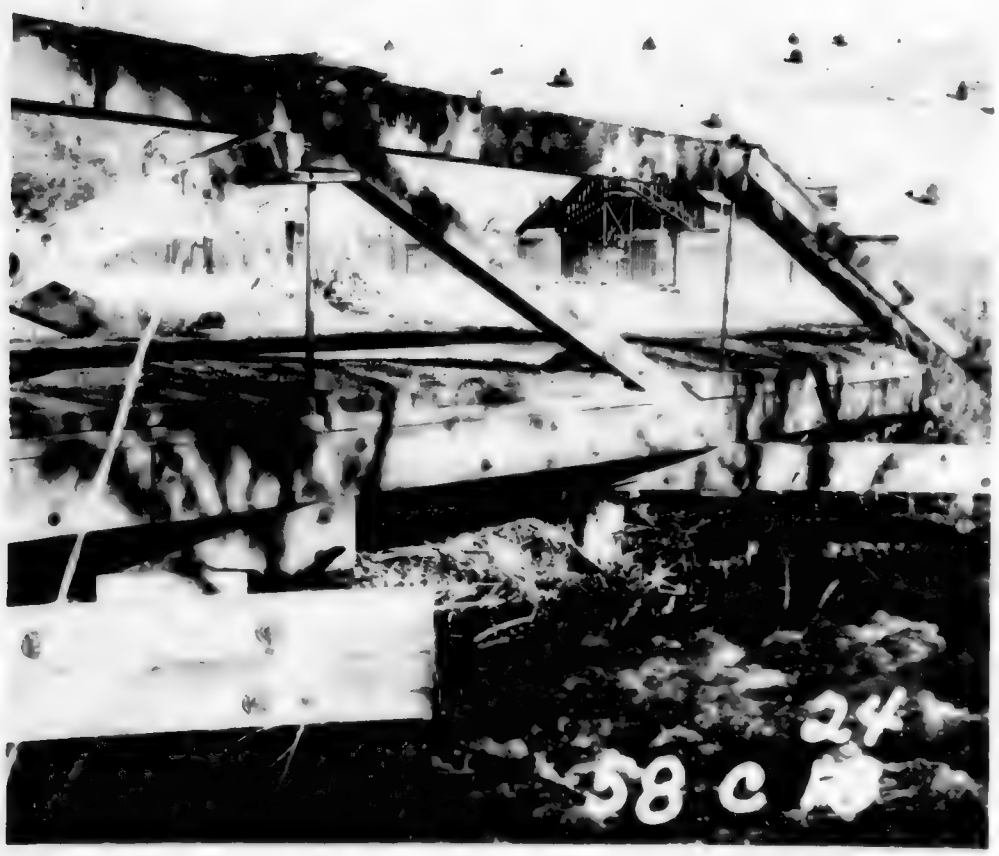
C. F. Craig:

CFC:is

RECEIVED
APR 6 1959
OREGON
STATE HIGHWAY COMMISSION

Contract 5255
Proj. DS-131(3)
FAS 441, Gilliam Co.

Lonerock Creek Bridge
from East 1/25/58



Lonerock Creek Bridge
from South 11/26/58

RECEIVED

Monthly Transaction No.
FOR FILING 8-58

Project Report No.
3

Fo -2 (8-...57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

te
Oregon

County
Gilliam

Project No.
S-384(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Eightmile Canyon Bridge-Approximately 4 miles S. E. Jct. FA 6 on a county road.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-24-58	0.013
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 16,052.00	$ 9,900.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____ C. C. Polk
Division Engineer

Date executed by Division Engineer September 3, 1958

USComm-DC 40257

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Eight Mile Canyon Bridge, Project No. S-334(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:lmw

August 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Eight Mile Canyon Bridge, Project No. S-384(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:mas

Oregon State Highway Department

Federal Aid Secondary
Project No. S-304(1)

EIGHT MILE CANYON BRIDGE ON THE ECHO HILL

ROAD IN GILLIAM COUNTY (FAS 716)

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code X021
Eight Mile Canyon Bridge (Sta. 4+37.5 to Sta. 5+06.5)(Contract No. 9255)

Furnish Treated Timber Piling	520 lin.ft.	$ 2.00	$ 1,040.00
Drive Timber Piles	20 only	100.00	2,000.00
Class "A" Concrete	66 cu.yds.	89.00	5,874.00
Metal Reinforcement	25,300 lbs.	0.145	3,668.50
Treated Lumber or Timber in Place	3.6 M-FBM	350.00	1,260.00
Asphaltic Concrete Wearing Surface	30 tons	25.00	750.00
	Subtotal		$14,592.50
	10% Engr. & Cont.		1,459.25
	Total		$16,051.75

Length of Structure . . . . . 0.013 mile

Federal Funds.....	$ 9,900.00
State Funds.....	3,075.87
County Funds	3,075.88
	$16,051.75

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Gilliam County with Highway Department.

RECEIVED
- 1958
FOR FILING

Monthly Transaction No. 7-61

Project Report No. 3

For (9-1-57) -2

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Gillian

Project No. S-393(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini: Eightmile Canyon Bridge, approximately 6 miles south jct. FAS 716 on a county road.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-24-58	0.013
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 16,052.00	$ 9,900.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By A. Allen

State Highway Engineer
(title)

By _____

_____
(title)

By _____

_____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. O. Polk
Division Engineer

Date executed by Division Engineer September 3, 1958

USComm-DC 40257

August 27, 1953

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Eight Mile Canyon Bridge Section, Project No. S-393(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:lmw

August 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Eight Mile Canyon Bridge, Project No. S-393(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

FORM E-123-X 25M 8-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Eight Mile Canyon Bridge, Project No. S-393(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No.S-393(1)

EIGHT MILE CANYON BRIDGE ON THE EIGHT MILE ROAD IN

GILLIAM COUNTY (FAS 717)

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 14, 1958

Type Code X021
Eight Mile Canyon Bridge (Sta. 7+76.5 to Sta. 8+45.5) (Contract No. 5255)

Furnish Treated Timber Piling	520 cu. yds.	$2.00	$ 1,040.00
Drive Timber Piles	20 only	100.00	2,000.00
Class "A" Concrete	66 cu. yds.	89.00	5,874.00
Metal Reinforcement	25,300 lbs.	0.145	3,668.50
Treated Lumber or Timber in Place	3.6 M-fbm.	350.00	1,260.00
Asphaltic Concrete Wearing Surface	30 tons	25.00	750.00
	Subtotal		$14,592.50
	10% Engr. & Cont.		1,459.25
	Total		$16,051.75

Length of Structure. . . . . 0.013 miles

Federal Funds.	$ 9,900.00
State Funds	3,075.87
County Funds	3,075.88
	$16,051.75

State Funds for Const.: Chap. 175, Laws 1917; Chap 31, Laws 1920
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939

NOTE: Necessary funds have been deposited by Gilliam County with the Highway Department.

FORM E-129 SM 4-58

RECEIVED
[illegible] 1958
FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 20, 1958

Marshall Construction Co.
Box 1032
Hermiston, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5255, awarded July 31, 1958, for Lonerock Creek Bridge and Eight-Mile Canyon Bridges on County Roads, FAS 441, 716 and 717 in Gilliam County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-131(3)

5255

LONE ROCK CREEK BRIDGE ON

THE LONE ROCK ROAD IN GILLIAM COUNTY

(FAS 441)

(Estimate to accompany plans and specifications. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code X020
Lone Rock Creek Bridge (Sta. 2+91 to Sta. 3+61) (Contract No. 5255)

Remove Old Bridge	All	Required		$ 2,000.00
Furnish Treated Timber Piling	726	lin. ft.	$ 2.00	1,456.00
Drive Timber Piles	28	only	80.00	2,240.00
Class "A" Concrete	107	cu. yds.	85.00	9,095.00
Metal Reinforcement	23,200	lbs.	0.15	3,480.00
8-inch Metal Drain Pipe	30	lin. ft.	1.00	30.00
		Subtotal		$18,301.00
		10% Engr. & Cont.		1,830.10
		Total		$20,131.10

Length of Structure 0.013 Mile.

Federal "DS" Funds	$13,400.00
Federal "LS" Funds	2,800.00
State Funds	900.00
County Funds	3,031.10
	$20,131.10

State Funds for Const.: Chap 175, Laws 1917; Chap 31, Laws 1920; Chap 529, Laws 1939.

Funds for Maint.: Chap 529, Laws 1939.

Note: Necessary funds have been deposited by Gilliam County with Highway Department.

August 1, 1958

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to advise that Contract No. 5255 has been awarded to Marshall Construction Company for the Lonerock Bridge on FAS 441 and the two Eight Mile Canyon bridges on FAS 716 and 717. A copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm

Contract Sent
8-12-58

NOTED
C. G. SWENSON

RECEIVED
AUG 1 1958
FOR FILING

(1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11)
1-22 (1)
5255

August 1, 1958

Marshall Construction Company
P. O. Box 1032
Hermiston, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 awarded to you State Highway Contract No 5255 for the Lonerock Creek and Eight Mile Canyon Bridges in Gilliam County.

This award was based on your bid of $47,486 which was the low bid submitted to the Commission on July 10, 1958 for this project Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

Form A-190—1031—6-57

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Gillian County
Condon, Oregon

RECEIVED
JUL 28 1958
COUNTY

Invoice No. 56630

Date July 28, 1958

Your Req. No.

Billing Request No. 00 429

Credit Distribution: 511-1023-

Advance Deposit $9,900.00

NOTED
JOHN D. GRAHAM

Partial transfer county's share total cost of the Lonerock Bridge, FAS 1411, and Eightmile Canyon Bridges (2), FAS 716 and 717, covered by agreement dated July, 1958. 4,900.00

NOTED

To be retained $5,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
C. G. SWENSON

State Printing 4396

NOTED
NOTED
V.R. JONES

NOTED
Harold C. Ayers

July 11, 1958

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
John [illegible]

Gentlemen:

On July 10 a satisfactory bid was received from the Marshall Construction Co. of Hermiston for constructing the Lonerock Creek & EightMile Canyon Bridges on FAS 441, 716, & 717. As per the agreements between County and State the following advance deposit is required prior to award of a contract:

Lonerock Creek Bridge, FAS 441, (DS-Project)

Bid Items		$18,301.00	
12-1/2% Eng'ring & Contingencies		2,287.63	
Estimated Total Cost		$20,588.63	
County Advance Deposit			
5% of $18,000.00	=		$ 900.00
All over $18,000.00	=		2,588.63
Total			$3,488.63 or say $3,400

EightMile Canyon Bridges, FAS 716 & 717 (Regular FAS Projects)

Bid Items		$29,185.00	
12-1/2% Eng'ring & Contingencies		3,648.13	
Estimated Total Cost		$32,833.13	
County Advance Deposit of 20%	=		$6,500.00
Total Deposit			
DS Project		$ 3,400.00	
FAS Projects		6,500.00	
Total		$ 9,900.00	

Bid Bond
7/17/58
511-1023
5255

Please make these deposits by means of a check or a warrant in the amount of $9,900 payable to the Oregon State Highway Commission forwarding same to this office. If the deposit is received prior to July 29 a contract will be awarded at the regular Highway Commission meeting on July 31.

Since our last conversation regarding DS (Crash) funds, the Bureau of Public Roads has ruled that these DS funds cannot be mixed with regular FAS funds. For this reason federal and state participation on the Lonerock Creek Bridge is limited to an $18,000.00 total which represents Gilliam County's apportionment of these funds including required state and county matching funds.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:be

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1958

SUBJECT: FAS Project Agreements
Gilliam County

To:

Mr. C. G. Swenson
Engineer, City & County Relations Dept.
O f f i c e

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies each of three maintenance agreements and one conformed copy each of two finance agreements covering the Lonerock & Eightmile Creek Bridges in Gilliam County. One set of agreements cover the regular FAS funds and one set covers DS funds.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Gilliam County.

H. H. Seamyer
Secretary

rn
Attach:

NOTED
JOHN D. GRAHAM

RECEIVED
JUL 24 1958
ENGINEER
CITY & COUNTY RELATIONS

RECEIVED
JUL 21 1958
FOR FILING

July 23, 1958

County Court of Gilliam County
Court House
Condon, Oregon

Gentlemen:

We are enclosing for the records and files of Gilliam County fully executed copies of maintenance and finance agreements between the State Highway Commission and Gilliam County covering the Lonerock & Rightmile Creek Bridges in Gilliam County. One set of agreements cover the regular FAS funds and one set covers BS funds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
JUL 25 1958
FOR FILING

Salem, Oregon
July 23, 1958

FAS Project Agreements
Gilliam County

Mr. C. G. Swenson
Engineer, City & County Relations Dept.
O f f i c e

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies each of three maintenance agreements and one conformed copy each of two finance agreements covering the Lonerock & Eightmile Creek Bridges in Gilliam County. One set of agreements cover the regular FAS funds and one set covers DS funds.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Gilliam County.

Secretary

rn
Attach:

FORM E-20 50M 8-57—6503

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1958

SUBJECT: FAS Project Agreement
Gilliam County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies each of finance agreements covering the Lonerock & Eightmile Creek Bridges in Gilliam County. One set of agreements cover the regular FAS funds and one set covers DS funds.

Two copies of each agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies required your signature of approval.

Also attached are six copies each of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four copies of each agreement, either fully executed or certified true copies, for transmittal to the B. P. R.

The regular FAS project was approved by the Commission on 1/16/58 and the DS project was approved 6/19/58.

John D. Graham
Office Engineer, County & City Relations

JDG:be
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 11, 1958

AUTHORIZED BY [illegible]
DATE 1-16-58 Min Page 28 Agenda Item 3 h & 19-55

RECEIVED
JUL 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

-38.(2)

6.30.58

RESOLUTION

WHEREAS, a county road in [illegible] County, State of Oregon, known as the [illegible] County Road, is routed through the County of [illegible], Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and [illegible] County, the section adopted for improvement being more particularly described as follows; to wit:

A bridge over [illegible]

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of [illegible] will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of [illegible] County, Oregon, that no encroachments will be permitted on the county road known as the [illegible] County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of [illegible] County, Oregon, this 30th day of June, 19[illegible]

By:

County Judge [illegible]

ATTEST:

[illegible]
County Clerk

County Commissioner [illegible]

County Commissioner [illegible]

-12(1956)

Ore. Project: [illegible]131(3)
[illegible]

L-Co 5.8

Gas 41

RESOLUTION

WHEREAS, a county road in [illegible] County, State of Oregon, known as the [illegible] County Road, is routed through the County of [illegible], Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and [illegible] County, the section adopted for improvement being more particularly described as follows; to wit:

[illegible]

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of [illegible] will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of [illegible] County, Oregon, that no encroachments will be permitted on the county road known as the [illegible] County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of [illegible] County, Oregon, this 30th day of June, 19[illegible].

By:

County Judge [signature]

County Commissioner [signature]

County Commissioner [signature]

ATTEST: [signature]

County Clerk

cc-12(1956)

NOTED
Harold C. Ayers

June 25, 1958

NOTED

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
John F. Hagemann

Comm see
correspt
this file

Gentlemen:

Enclosed are two copies each of two agreements covering finances, six copies each of three maintenance agreements, six copies each of three encroachment resolutions, and a set of plans and specifications in connection with the Lonerock and Eightmile Canyon Bridges on FAS 1041, 716, and 717, upon which bids will be received July 10 at the Highway Building in Salem.

The finance agreements cover state and county participation in costs and provide for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of these projects, including 12-1/2% for engineering and contingencies, is $48,000; however, the low bids received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential until bids have been opened.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of each encroachment resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than July 7.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G SWENSON

John F. Hagemann
Asst. Engr., County and City Relations

JFH:be
Enc.

MEMO TO J. W. NASH
5/23/58

FAS 716, GILLIAM COUNTY

TERMINI: Bridge over Eightmile Canyon located approximately 4 miles southeast of the junction of FAS 716 with FAP Route 6 (Eightmile Canyon Bridge).

PROPOSED WORK: One concrete bridge 69' long.

PROJECT LENGTH: 0.013 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$14,000	$8,400	$2,800	$2,800 (Co.)

EXISTING FACILITY: As this canyon [redacted] is dry approximately 11 months of each year, the existing crossing is a gravel ford. School consolidation with the resulting school buses requires bridging for year around travel.

ADJACENT SECTIONS:
EAST & WEST ENDS: 20' wide gravel wearing surface on 26' roadway.

PROJECT DATA: Construct a precast reinforced concrete deck and beam bridge on treated piling. Length - 69', H.C. 22'-9 1/2". County will construct road approaches as required to acceptable state standards.

ROW WIDTH: 60'.

MINIMUM DESIGN STANDARDS: No exceptions.

ACCESS CONTROL: None

RR [redacted]ING : None

SYSTEM ACTION: Pending

NOTED
JOHN D. GRAHAM

UNUSUAL OR COMPLICATED SITUATIONS: None

PUBLIC HEARING: None required.

FAS 716 serves a large wheat raising area and is a school bus and mail route.

J. F. Hagemann
Asst. County & City Relations Engineer

JFH:[redacted]

NOTED
C. G. SWINSON

MEMO TO J. W. NASH
5/23/58

FAS 441, Gilliam County (DS Funds)

TERMINI: Bridge over Lonerock Creek at the city of Lonerock (Lonerock Creek Bridge).

PROPOSED WORK: One concrete bridge 70' long.

PROJECT LENGTH: 0.013 miles.

COSTS	Total	Federal	State	Other
CONSTRUCTION	$18,000	$13,400	$900	$900 (Co.) $2,800 (L)

EXISTING FACILITY:
STRUCTURE: Untreated timber span 54' in length, H.C. 14'-6". Deteriorated condition.

ADJACENT SECTION:
NORTH & SOUTH ENDS: Gravel wearing surface 14' in width on 24' roadway. County will reconstruct to 24' wide crushed rock wearing surface.

PROJECT DATA: Construct a reinforced concrete slab span 70' long on treated timber piling, H.C. - 24'. The new structure will be on same location as the existing bridge with road approaches as required to be constructed by Gilliam County to state standards.

ROW WIDTH: 60'.

MINIMUM DESIGN STANDARDS: No exceptions.

ACCESS CONTROL: None

RR XING: None

SYSTEM ACTION: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

PUBLIC HEARING: None required.

NOTED
JOHN D. GRAHAM

Route data for FAS 441 was submitted under Oregon Project S-131(1).

J. F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
5/23/58

FAS 717, GILLIAM COUNTY

TERMINI: Bridge over Eightmile Canyon located approximately 6 miles south of the junction of FAS 717 with FAS 716. (Eightmile Canyon Bridge)

PROPOSED WORK: One concrete bridge 69' long.

PROJECT LENGTH: 0.013 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$14,000	$8,400	$2,800	$2,800 (Co.)

EXISTING FACILITY: As this canyon is dry approximately 11 months of each year, the existing crossing is a gravel ford. School consolidation with resulting school buses requires bridging for year around travel.

ADJACENT SECTIONS: 20' wide gravel wearing surface on 24' roadway

PROJECT DATA: Construct a precast reinforced concrete deck and beam bridge on treated piling. Length - 69', H.C. 22'-9 1/2". County will construct road approaches as required to acceptable state standards.

ROW WIDTH: 60'.

MINIMUM DESIGN STANDARDS: No exceptions.

ACCESS CONTROL: None

RR xing; None

SYSTEM ACTION: Pending

UNUSUAL OR COMPLICATED SITUATIONS: None

NOTED
JOHN D. GRAHAM

PUBLIC HEARING: None required.

FAS 717 serves a large wheat raising area and is a school bus and mail route.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

NOTED

V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
April 2, 1958

Eightmile Canyon Bridges (2)
FAS 716 and 717
Gilliam County

Mr. Ivan Merchant
O F F I C E

File

NOTED
John F. Hagemann

The two county FAS bridges over Eightmile Canyon in Gilliam County were originally programmed for a roadway width of 24'. It is now proposed to reduce the roadway width to 20' as these routes carry a relatively low volume of traffic. The 1957 A.D.T. at the bridge on FAS 716 is 40 and at the bridge on FAS 717 is 15. A 20' roadway width meets desirable AASHO standards for this traffic volume and the county has concurred in this reduced width.

The Lonerock Creek Bridge on FAS 441 in Gilliam County would remain as originally programmed with a 24' roadway width.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

NOTED
G. SWENSON

January 20, 1958

NOTED
Harold C. Ayers

Gilliam County Court
Courthouse
Condon, Oregon

NOTED

NOTED
John F. Hagemann

file

Gentlemen:

On January 16th the Highway Commission approved the County FAS projects on FAS 441, 716, and 717 as described in the attached tabulation which is believed to conform with the County's request. Preparation of plans and specifications are now required prior to contracting. The field survey for these projects will be supervised by our division office with headquarters in La Grande.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att: 58-a

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

GILLIAM COUNTY
PROPOSED PROJECTS

FAS 441 - Lonerock Creek Bridge, $20,000. This bridge is located in the city of Lonerock and carries Highway Department Inventory Number 10980.

The proposed project is to replace the existing 54' long untreated timber bridge with a permanent type structure having a roadway width of 24 feet. Removal of the existing bridge is to be included in the FAS project.

FAS 716 - Eightmile Canyon Bridge, $15,000. This bridge is located approximately 4 miles southeast of the junction of FAS 716 with FAP Route 6 southeast of Arlington.

The proposed project is to construct a permanent type structure having a roadway width of 24 feet. There is no structure at this point at the present time as this canyon is dry except during heavy run-off periods.

FAS 717 - Eightmile Canyon Bridge, $15,000. This bridge is located northeast of Olex and approximately 6 miles south of the junction of FAS 717 with FAS 716.

The proposed project is to construct a permanent type structure having a roadway width of 24'. There is no structure at this point at the present time. Eightmile Canyon is dry except during heavy run-off periods.

The county will provide detours and construct road approaches as required for all three of the above bridges. The grade line of the road at each bridge site should be raised. Mr. Milton Boyce, County Road Supervisor, should be consulted regarding the bridge sites.

DS-387(1) Hood River Co. Rds. Oiling 1958
DS-388(1) Proj. on 3 co. rds.
DS-389(1) #5256

Form A-180—10M—6-58

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
JUL 17 1959

Hood River County
Hood River, Oregon

5256

Invoice No. 61239

Date July 17, 1959

Your Req. No.

Billing Request No. 60-502

Credit Distribution 511-1020-677

Final Billing: County share total costs of Hood River County Roads, Cilling, FAS 872, 872, 873, covered by agreement dated July 21, 1958.

Advance Deposit	$1,000.00
County share total costs as per attached statement	1,000.00
Balance due State	0 00.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $.....

By .....

State Printing 13107

NOTED
V. R. JONES

July 16, 1959

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Gentlemen:

Final costs are now available for the Hood River County Roads oiling project on FAS 871, 872, and 873. As shown in the attached cost statement a balance of $49.49 is due the state.

You will receive a billing form for this amount from our accounting division. Please make payment upon receipt of this billing form.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Hood River — Contract No. [illegible] — Date 7/12/5[illegible]

FAS 871, 872, & 873 — Section Hood River County Roads, Oiling (3R Funds)

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$8,442.46
Construction Engineering				1,33[illegible].31
TOTAL CONSTRUCTION COSTS				$1[illegible],81.7
FEDERAL FUNDS COLLECTED FOR PROJECT				
[illegible] Funds		$14,783.		
[illegible] Funds		3,1[illegible].		$17,983.

AGREED COUNTY SHARE TOTAL COSTS
(2[illegible]% of difference between total costs and federal funds)

($1[illegible],81.7 - $17,983) X 1/2	$1,4[illegible].4
Less County Advance Deposit	-4[illegible].7
BALANCE DUE STATE	$ 4[illegible].4

JFB:[illegible]

October 7 1958

STATE OF OREGON,

To ..... Dr

County Hood River ..... Postoffice address ..... Portland, Oregon .....

Highway F.A.S. Rte. No. 221, 872, 873 ..... Work done to ..... Sept. 11, 1958 ..... Contract No. 5256 .....

Section Hood River County roads ..... Prefix No. 5Lk-1039-201(h1) ..... Estimate No. 3-Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Hauling & placing 3/4"-0 material in leveling course	c.y.	1.55	2,933	4,546.15	4,546.15	-
2. Sprinkling	M/gal.	3.00	134.9	404.70	404.70	-
3. Preparation of base	mile	250.00	2.5	625.00	625.00	-
4. Hauling & placing 3/4"-0 material in binder course	c.y.	2.50	333	849.15	849.15	-
5. Hauling & placing aggregates	c.y.	2.55	1,558	3,972.90	3,972.90	-
6. MC-3 asphalt	ton	44.00	49.95	2,167.00	2,167.00	-
7. 120-150 asphalt	ton	40.00	111.12	4,444.80	4,444.80	-
8. MS-1 asphalt	ton	42.75	31.47	1,345.34	1,345.34	-
Force Account				87.42	87.42	-
Totals				18,442.16	18,442.16	-
0 % Retained				-	553.27	553.27
Total Payments				18,442.16	17,889.19	553.27

Audited and approved by

Period covered 6/1/58 to 9/11/58

Cont. 5256 Est. 3-Final

Section Reed River County roads Prefix No. S[illegible]-1039-001([illegible]) Estimate No. 3-Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Hauling & placing 3/4"-0 material in leveling course	c.y.	1.55	2,933	4,546.15	4,546.15	-
2. Sprinkling	M/gal.	3.00	134.9	404.70	404.70	-
3. Preparation of base	mile	250.00	2.5	625.00	625.00	-
4. Hauling & placing 3/4"-0 material in binder course	c.y.	2.55	333	849.15	849.15	-
5. Hauling & placing aggregates	c.y.	2.55	1,558	3,979.90	3,979.90	-
6. MC-3 asphalt	ton	[illegible].00	49.95	2,167.00	2,167.00	-
7. 120-150 asphalt	ton	40.00	111.12	4,444.80	4,444.80	-
8. RS-1 asphalt	ton	42.75	31.47	1,345.34	1,345.34	-
Force Account				87.42	87.42	-
Totals				18,442.46	18,442.46	-
0 % Retained				-	553.27	553.27
Total Payments				18,442.46	17,889.19	553.27

Audited and approved by

Period covered to 9/1/[illegible]

Items Cont. S[illegible] Sect. 3-Final

Computed by C. Palmer Checked by

Engineer Vernon C. [illegible]

Previous Voucher No. [illegible]-40

To be paid contractor this estimate, $553.27

RECEIVED
DEC 1 1958
FOR FILING
DA-387(1)
DA 388(1) + DA 389(1)
Contract No. 5256

NOTED
W. C. WILLIAMS

November 24, 1958

FINAL COST ANALYSIS

Oiling Hood River County Roads — Prefix 514-1039-201(41)

Contractor: Horton Construction Co.
Resident Engineer: Vernon E. Shull

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
1. Hauling & Placing 3/4"-0 Mat'l in leveling course	2,933	Cu. Yd.	1.60	1.55	4,687.02	4,546.15
2. Sprinkling	134.9	M-Gal.	1.45	3.00	195.67	404.70
3. Preparation of Base	2.5	Mile	278.30	250.00	695.77	625.00
4. Hauling & Placing 3/4"-0 Mat'l in Binder Course	333	Cu. Yd.	1.69	2.55	561.90	849.15
5. Hauling & Placing Aggregates	1,558.00	Cu. Yd.	1.69	2.55	2,638.10	3,972.90
6. RC-3 Asphalt	49.25	Ton	45.72	44.00	2,251.63	2,167.00
7. 120-150 Asphalt	111.12	Ton	43.33	40.00	4,815.36	4,444.80
8. RS-1 Asphalt	31.47	Ton	44.98	42.75	1,415.68	1,345.34
Force Account (Flagging)					87.42	87.42
					$ 17,262.13	$ 18,442.46

Gross Revenue	$ 18,442.46
Total Cost	17,262.13
Net Profit	$ 1,180.33

Net Profit Equals 6.4% Gross Revenue

DETAIL OF COST

Labor:		
Labor	$ 2,000.07	
Labor Insurance	285.72	$ 2,285.79
Equipment Rentals and Miscellaneous Supplies:		
Equipment Rental, Owned	3,065.76	
Equipment Rental, Hired	4,455.77	
Gas, Oil, and Grease	464.93	
Move In	318.59	
Bond	93.08	
Office, Rent, and Telephone	296.17	
License and Permits	217.70	8,912.00
Materials:		
RC-3 Asphalt	1,626.27	
120-150 Asphalt	3,420.30	
RS-1 Asphalt	1,017.77	6,064.34
TOTAL COST		$ 17,262.13

Remarks:

This was a "Federal Aid Secondary Project" calling for the hauling and placing of approximately 3,100 cubic yards of 3/4"-0 materials in leveling course, hauling and placing of approximately 310 cubic yards 3/4"-0 materials in binder course, and hauling and placing of 1,520 cubic yards of aggregates on type 0-11 mat wearing surface.

The contract was bid July 10, 1958 and awarded July 31, 1958. The contractor started work September 2, 1958 and progressed very fast, actual oiling required eight days. Hauling equipment was rented, fully operated, at very low rent, which contributes to slight profit on haul and place. The bid price on oil was low and as a result shows slight loss.

Equipment used on this project was: Pettybone-Mullikan belt loader, two galion blades, two 10 ton rollers, case tractor with broom, 1,250 gallon distributor, 9,000 gallon storage tank, 1,700 gallon water tank, 6" carter pump, one 6 yard dump truck, three 9 yard dump trucks, one 10 yard dump truck, retort "Bros" truck mounted, 25 ton lowboy, and miscellaneous pickups.

Good supervision and equipment in excellent shape contributed to slight profit.

M. N. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
OCT 23 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 21, 1958

(CONTRACT NO.) 5256 (EST. NO.) (CONTRACTOR)

5256 (VOUCHER NO.)	3 Final (WARRANT NO.)	Horton Construction Co. (AMOUNT)	(DATE)
24038	H225933	$ 553.27	10-21-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 40 workdays from Aug. 11, 1958

Time Extensions: None

Completion Date: Sept. 11, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 27, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 27 1958

NOTED ON CARD

RECEIVED
OCT 20 1958
FOR FILING

5256

Oct. 17, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5256, for Hood River County Roads Oiling project was completed by the contractor, Morton Construction Co., on Sept. 11, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $553.27 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $18,442.46, of which amount $87.42 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Jewett, Barton, Leavy and Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

NOTED
V R. JONES

October 13, 1958

NOTED
Harold C. Ayers

Hood River County Court
Courthouse
Hood River, Oregon

NOTED

Gentlemen:

This is to advise you that work on contract No. 5256 Hood River County Roads Sections on FAS 871, 872, and 873 was completed on September 11, 1958.

Under the terms of the agreement signed by the Court on July 8 and by the Highway Commission on July 21, 1958, the County assumed maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

C. G. Swenson
Engineer, County and City Relations

JDG:cg

NOTED
C. G. SWENSON

RECEIVED
OCT 6 1958
FOR FILING

October 2, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Horton Construction Co. in connection with contract No. 5256, for oiling on the Hood River County Roads, FAS Route Nos. 871,872,873, in Hood River County. This payment, in the amount of $11,988.70, will be released to the contractor on or after October 13, 1958. The retained percentage is $553.27.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 21 1959
FOR FILING

September 19, 1959

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 11, 1959, on Contract No. 5256, Hood River County Roads Section, in Hood River County, in connection with Federal Aid Project Nos. DS-337(1), DS-338(1) and DS-339(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Clarence G. Samson

DBP:lmw

FORM E-123-K 25M 8-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED

The Dalles, Oregon
Sept. 15, 1958

NOTED
V. R. JONES

Honorable Judge Arro A. Hukari
Hood River County Court House
Hood River, Oregon

Dear Sir:

Please be advised that all contract work on the Hood River County Roads Oiling Project, F. A. S. Routes 871, 872 and 873, Contract No. 5258, was completed on Sept. 12, 1958.

Vernon E. Shull

Vernon E. Shull, Res. Eng'r.
Oregon State Highway Dept.
Box 420
The Dalles, Oregon

cc: Dean Swift
Clarence Swenson

RECEIVED
SEP 16 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
C. G. SWENSON

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 12, 19 58

Section Hood River County Roads
F.A.S. Rt. No.
Highway 871, 872, & 873 County Hood River
Contractor Horton Costruction Co.
Date of contract July 31, 19 58
Date work started Sept. 2, 19 58
Project authorization . . . . . $ 21,279.95
Exclusive of engineering . . . . $ 19,766.40

Kind of work Oiling
Section prefix 514-1039
Contract number 5256
Specified work days 40
Work days used 18
Per cent of time elapsed 45 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 18,500.00
Estimated per cent overrun or underrun . . . . . -6.5 %
Per cent of contract completed, based on total contract price . . . . . 99.3 %
Engineering authorization . . . . $ 1,513.24
Engineering cost to date $ 1,470.00, 97.1 %
Date project was completed 9 - 11, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Horton completed Oiling Thursday. Did some brooming and moved out on Friday. Will do the final brooming Wednesday, September 17.

Dean Swift was over the Job Wednesday.

This is the final report.

NOTED

CONSTRUCTION DIVISION
RECEIVED
SEP 15 1958
NOTED-- E A B K N
CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Vernon E. Shull

Address P.O. Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.50		2.50	
Miles partially completed		"		"	
Miles completed		"		"	
Total estimated quantities (contract)		4940		199	
Total quantities corrected to date		4824		191.84	
Estimated quantities moved or placed to date		4824		191.84	
Average daily quantities		603		42.6	
Average daily quantities necessary to complete project on time		0		0	
Number shifts per day		1			
Hours per shift		9			
Average force on project for week		14			
Men		4			
Supervision		2			
Men and trucks under 3 tons		1 (Service Truck)			
Men and trucks over 3 tons		7			
Men and tractors					

Equipment used during week: Shovels ....., Power graders 2, Rollers 2, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., 1 Loader, 1 Distributor., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy	0	
Tuesday	Clear	0	
Wednesday	Cloudy	0	
Thursday	"	0	
Friday	Rain	100%	Job Completed.
Saturday			

RECEIVED
SEP 15 1958
FOR FILING

September 5, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 2, 1958, on Contract No. 5256, Hood River County Roads Section, in Hood River County, in connection with Federal Aid Project Nos. DS-337(1), DS-338(1), and DS-339(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:maj

FORM S-158 SM 4-58

RECEIVED
AUG 19 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
ROBERT B. CHESSMAN, MEMBER, ASTORIA
KENNETH N. FRIDLEY, MEMBER, WASCO
H. B. GLAISYER, SECRETARY, SALEM

Ad-3870(1)-A-3810
DS-389(1)
5256

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 18, 1958

Horton Construction Co.
312 N. Schmeer Road
Portland 11, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5256, awarded July 31, 1958,
for Oiling on Hood River County Roads,
FAS Route Nos. 871, 872 and 873.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-308(1)

ARNOLD ROAD SECTION OF FAS ROUTE

272 IN LOOD RIVER COUNTY

5252 (Estimate on a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1950

Type Code 5252
Roadway (M.P. 0.000 to M.P. 0.300) (Contract No.5256)

Hauling and Placing 3/4" - 0 Material in Leveling Course	620 cu. yds.	$ 1.55	$ 961.00
Sprinkling	10 M-gal.	3.00	30.00
Preparation of Base	0.50 mile	250.00	125.00
Hauling and Placing 3/4" - 0 Material in Binder Course	65 cu. yds.	2.55	165.75
Hauling and Placing Aggregates	300 cu. yds.	2.55	765.00
RC-3 Asphalt	10 tons	44.00	440.00
120-150 Asphalt	25 tons	40.00	1,000.00
RS-1 Asphalt	6 tons	42.75	256.50
			$3,743.25
Flagging (5?% of Contractor's Cost)	All Required		100.00
		Subtotal	$3,843.25
		10% Engr. & Cont.	384.33
		Total	$4,227.58

Length of Roadway . . . . . 0.300 mile
Cost of Roadway Per Mile $8,455.16

Federal "S" Funds	$3,100.00
Federal "L" Funds	600.00
State Funds	263.79
County Funds	263.79
	$4,227.58

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

NOTE: Necessary funds have been deposited by Hood River County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-387(1)

5252

CHANNELIZATION ROAD SECTION OF FAS 80008

OIL IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1953

Item Code 5231
Roadway (M.P. 0.000 to M.P. 1.300)
(Contract No. 5256)

Hauling and Placing 3/4" - 0 Material in Leveling Course	1,630 cu. yds.	$ 1.55	$ 2,511.00
Sprinkling	40 M-gal.	3.00	120.00
Preparation of Base	1.30 miles	250.00	325.00
Hauling and Placing 3/4" - 0 Material in Binder Course	165 cu. yds.	2.55	420.75
Hauling and Placing Aggregates	790 tons	2.55	2,014.50
RC-3 Asphalt	26 tons	44.00	1,144.00
120-150 Asphalt	60 tons	40.00	2,400.00
RS-1 Asphalt	18 tons	42.75	769.50
			$ 9,704.75
Flagging (57½% of Contractor's Cost)	All Required		100.00
		Subtotal	$ 9,804.75
		10% Engr. & Cont.	980.48
		Total	$10,785.23

Length of Roadway . . . . . 1.300 miles
Cost of Roadway Per Mile . . $8,296.33

Federal "ID" Funds	$ 8,000.00
Federal "LS" Funds	1,600.00
State Funds	592.61
County Funds	592.62
	$10,785.23

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

Funds for Maint.: Chapter 529, Laws 1939.

NOTE: Necessary funds have been deposited by HOOD RIVER County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-399(1)

PAASCH ROAD SECTION OF FAS 80UZ

6.73 MI HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1950

Type Code 5231
Roadway (M.P. 0.000 to M.P. 0.730)
(Contract No. 5256)

Hauling and Placing 3/4" - 0 Material in Leveling Course	860 cu. yds.	$ 1.55	$1,333.00
Sprinkling	30 M-gal.	3.00	90.00
Preparation of Base	0.70 miles	250.00	175.00
Hauling and Placing 3/4" - 0 Material in Binder Course	90 cu. yds.	2.55	229.50
Hauling and Placing Aggregates	430 cu. yds.	2.55	1,096.50
RC-3 Asphalt	14 tons	44.00	616.00
120-150 Asphalt	30 tons	40.00	1,200.00
RS-1 Asphalt	10 tons	42.75	427.50
			$5,167.50
Fingering (57½ of Contractor's Cost)	All Required		100.00
		Subtotal	$5,267.50
		10% Engr. & Cont.	526.75
		Total	$5,794.25

Length of Roadway . . . . . 0.730 mile
Cost of Roadway Per Mile $7,725.67

Federal "O" Funds	$4,300.00
Federal "S" Funds	900.00
State Funds	297.12
County Funds	297.13
	$5,794.25

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

[illegible]: Necessary funds have been deposited by Hood River County with the Highway Department.

RECEIVED
FOR FILING

Salem, Oregon
August 11, 1958

FAS Project Agreements
Hood River County

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

Attention: John D. Graham
Office Engineer, County & City Relations

Attached for further handling are four certified copies each of three maintenance agreements and one conformed copy of a finance agreement with Hood River County covering Hood River County Road Projects on FAS 871,872 and 873.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Hood River County.

Secretary

rn
Attach.

FORM E-20 50M 8-57—6563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1958

SUBJECT: FAS Project Agreements
Hood River County

To:

G. S. Paxson
Asst. State Highway Engineer
Office

Attached are three copies of a finance agreement covering Hood River County Roads Project on FAS 871, 872 and 873. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the BPR.

This is a DS project that was approved by the Commission on 5-8-58.

John D. Graham
Office Engineer, County & City Relations

JDG:njs

Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 25, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 5-8-58 Minute Page 39
H B Leary
Secretary

NOTED
Harold C. Ayers

August 1, 1958

Hood River County Court
Courthouse
Hood River, Oregon

Proj. completed 9/12/58
Co notified 9/15/58
by Res. Engr. Shields

Gentlemen:

This is to advise that Contract No. 5256 has been awarded to Horton Construction Company for the oiling project on FAS 871, 872, and 873.. A copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:[redacted]

Contract Mailed 8-8-58
RH

NOTED
C. G. SWENSON

RECEIVED
1958
FOR FILE

August 1, 1958

Horton Construction Company
P. O. Box 1872
Portland 11, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 awarded to you State Highway Contract No. 5256 for oiling on three county roads in Hood River County.

This award was based on your bid of $18, 615. 50 which was the low bid submitted to the Commission on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

lle

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
Harold C. Ayers

COUNTY OF HOOD RIVER

COUNTY CLERK'S OFFICE

HOOD RIVER, OREGON

NOTED
V. R IONES

NOTED
JOHN D. GRAHAM

John F. Hagemann

July 18, 1958 NOTED

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: John F. Hagemann

Dear Sir:

Enclosed is county warrant #41837 in the amount of $1,000.00, payment of advance deposit on FAS 871, 872 and 873 as per your letter of July 11th.

Yours very truly,

D. E. Imbler
County Clerk

dei/s
enc.

Warrant 41837 for $1000.00
to acctg Div. 7-21-58
76 mcy

RECEIVED
JUL 21 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 11, 1958

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
John F. Hagemann

Gentlemen:

On July 10 a satisfactory bid was received from the Horton Construction Co. of Portland for oiling FAS 871, 872, and 873. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid Items	$18,615.50
Flagging	300.00
12-1/2% Eng'ring & Contingencies	2,364.44
Estimated Total Cost	$21,279.94
County advance deposit of 5% =	$ 1,000.00

Please make this deposit by means of a check or warrant in the amount of $1,000.00 payable to the Oregon State Highway Commission, forwarding same to this office. If the deposit is received by July 29 a contract will be awarded at the regular Highway Commission meeting on July 31.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

Deposit Rec'd
7/21/58
5256

JFH:be

OREGON PROJECT DS-389(1)
FAS 873

RESOLUTION

WHEREAS, a county road in Hood River County, State of Oregon, known as the Pearch County Road, is routed through the County of Hood River, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Hood River County, the section adopted for improvement being more particularly described as follows; to wit:

7-8-58

From FAS 413 to FAS 873

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Hood River will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Hood River County, Oregon, that no encroachments will be permitted on the county road known as the Pearch County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 8 day of July, 1958.

ATTEST:

D E Ambler
County Clerk

By:

County Judge Wm A Hukari

County Commissioner George W. Krieg

County Commissioner Earl A. Miere

cc-12(1956)

FAS 872
OREGON PROJECT DS-388(1)

RESOLUTION

WHEREAS, a county road in Hood River County, State of Oregon, known as the Andrews County Road, is routed through the County of Hood River, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Hood River County, the section adopted for improvement being more particularly described as follows; to wit: 7-8-58

From FAS 701 easterly 0.5 mile.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Hood River will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Hood River County, Oregon, that no encroachments will be permitted on the county road known as the Andrews County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 8 day of July, 1958.

By:

ATTEST: D E Ambler
County Clerk

County Judge W A Hutchison

County Commissioner George W. Krieg

County Commissioner Earl A Moore

cc-12(1956)

7-8-58 OREGON PROJECT DS-387(1)

RESOLUTION FAS 871

WHEREAS, a county road in Hood River County, State of Oregon, known as the Chamberlain County Road, is routed through the County of Hood River, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Hood River County, the section adopted for improvement being more particularly described as follows; to wit:

From FAS 305 northerly and easterly 1.3 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Hood River will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Hood River County, Oregon, that no encroachments will be permitted on the county road known as the Chamberlain County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 8 day of July, 1958.

By:

ATTEST: E Ensler

County Clerk

County Judge Anna A. Hudson

County Commissioner George W. Koenig

County Commissioner Earl A. Moore

cc-12(1956)

DS/FAS-1(8) NOTED
Harold C. Ayers

June 24, 1958

Fas 871, 872, & 873

NOTED
John F. Hagemann

Wood River County Court
Courthouse
Wood River, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies each of three maintenance agreements, six copies each of three encroachment resolutions, and a set of plans and specifications covering the Wood River County oiling project upon which bids will be received July 10 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $25,000; however, the low bid received plus 15-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, affix seal, and return all copies of each agreement and four copies of each resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than July 7.

Very truly yours,

R. H. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:ib
Enc.

NOTED
C. G. SWENSON

HOOD RIVER COUNTY COURT

NOTED
Harold C. Ayer

ARVO A. HUKARI, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
EARL A. MOORE, COUNTY COMMISSIONER

NOTED
John F. Hagemann

HOOD RIVER, OREGON

June 2, 1958

NOTED
John F. Hagemann

Mr. John F. Hagemann
Assistant County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Hageman:

Thank you for the information attached to yours of May 27. We can start on the D Fund Project at any time as our funds will not come out of the 1958-59 budget, as this amount was budgeted for in our 1957-58 budget.

Sincerely yours,

Arvo A. Hukari,
County Judge

AAH:mg

NOTED
JOHN D. GRAHAM

RECEIVED
JUN 3 1958
STATE HIGHWAY COMMISSION

RECEIVED
1958
HIONS

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
~~June~~ May 29, 1958

Hood River County Road, S. & O.
FAS 871, 872, and 873
Hood River County DS Project

Mr. Tom Edwards
O F F I C E

NOTED
John F. Hagemann

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

Hood River County will pay all costs in excess of $24,000 (available DS funds). If possible, bids should be taken on this project on July 10.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

cc: V. G. O'Neil
Frank Hall

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

MEMO TO J. W. NASH
5/29/58

FAS 871, Hood River County (DS Funds)

TERMINI: From FAS 305 northerly and easterly 1 3 miles (Chamberlain Road Section).

PROPOSED WORK: Construct 2-lane intermediate type surface.

PROJECT LENGTH: 1.30 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$12,500	$9,300	$600	$600 (Co.) $2,000 (L)

EXISTING FACILITY
ROADWAY: Crushed rock surface approximately 25' wide in good condition. This section was reconstructed by county during 1957-58 to standard grade and alignment.
STRUCTURES: None

ADJACENT SECTIONS:
WEST END: Junction with FAS 305.
EAST END: 20' bituminous wearing surface with 2' shoulders.

PROJECT DATA: Place a crushed rock leveling course on the grade and base constructed by county to acceptable standards and construct a type O-11 oil mat 20' wide with 2' shoulders.

ROW WIDTH: Minimum 50'.

MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.
RR XING: None
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATION: None
PUBLIC HEARING: None required.

FAS 871 serves highly developed, irrigated orchard lands and is a mail and school bus route.

NOTED
JOHN D. GRAHAM

NOTED

JFH:mm

NOTED
John F. Hagemann

NOTED
Harold C. Ay

MEMO TO J. W. NASH
5/29/58

FAS 872, HOOD RIVER COUNTY

TERMINI: From the northerly junction with FAS 701 easterly 0.5 mile (Andrews Road Section).

PROPOSED WORK: Construct 2-lane intermediate type surface.

PROJECT LENGTH: 0.50 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$4,800	$3,500	$300	$300 (Co.)	$700 (L)

EXISTING FACILITY
ROADWAY: Crushed rock surface 26' wide in good condition. This section was reconstructed by county during 1957-1958 to standard grade and alignment.
STRUCTURES: None.

ADJACENT SECTIONS:
WEST END: Junction FAS 701.
EAST END: 16' gravel wearing surface on 20' roadway. To be reconstructed as funds become available.

PROJECT DATA: Place a crushed rock leveling course on the grade and base constructed by county to acceptable standards and construct a type O-11 oil mat 20' wide with 2' shoulders.

ROW WIDTH: 50' minimum.

MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATION: None
PUBLIC HEARING: None required.

FAS 872 xxxx serves adjacent highly productive, irrigated orchard lands and is a mail and xkx school bus route.

NOTED
JOHN D. GRAHAM

NOTED

JFH:mm

MEMO TO J. W. NASH
5/29/58

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

FAS 873, Hood River County

TERMINI: From FAS 115 easterly to FAS 701 (Paasch Road Section)

PROPOSED WORK: Construct 2-lane intermediate type ~~XXXXX~~ surface.

PROJECT LENGTH: 0.70 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$6,700	$4,900	$400	$400 (Co.)	$1,000 (L)

EXISTING FACILITY:
ROADWAY: Crushed rock surface 26' wide in good condition. This section was reconstructed by county during 1957-1958 to standard grade and alignment.
STRUCTURE: Timber "A" frame 210' long, H.C. 18'-4", over creek and Mt. Hood railroad tracks to remain in place.

~~XXXXXX~~
ADJACENT SECTIONS: Project covers entire route.

PROJECT DATA: Place a crushed rock leveling course and type O-11 oil mat wearing surface 20' wide with 2' shoulders on grade and base constructed by county to acceptable standards.

ROW WIDTH: 50' minimum.

MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.

RR XING:
NAME OF RR CO: Mt. Hood Railroad.
NO. OF TRACKS: One
NO. OF TRAINS:
EXISTING PROTECTION: Structure carrying road over railroad (see EXISTING FACILITY, STRUCTURES).
PROPOSED PROTECTION: No change in existing protection.
~~EXISTING ACTION XXX NONE XX REQUIRED X~~
~~UNUSUAL OR COMPLICATED SITUATIONS~~

SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATION: None
PUBLIC HEARING: None required.

FAS 873 serves adjacent highly developed, irrigated orchards and is a mail and school bus route.

NOTED
JOHN D. GRAHAM

JFH:mm

NOTED
V. R. JONES

May 27, 1958

NOTED
Harold C. Ayers

Hood River County Court
Courthouse
Hood River, Oregon

Gentlemen:

On May 8 the Highway Commission approved the D fund project as described in the attached tabulation. Bids will be received as soon as plans and specifications can be prepared.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:[redacted]
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

PROPOSED PROJECT (County D-FAS Funds)
HOOD RIVER COUNTY

FAS 871, 872, & 873 - Chamberlain, Andrews, and Paasch Road Sections, 2.5 miles, $24,000.

The proposed project on FAS 871 extends from FAS 305 northerly and easterly to the existing oil mat wearing surface, on FAS 872 extends from FAS 701 at Pine Grove school easterly for 0.5 mile, and on FAS 873 from FAS 115 to FAS 701 (entire route).

The proposed project is to place leveling course as required and construct a 20' 0-11 oil mat wearing surface with 2' to 4' shoulders on the bottom course base placed by Hood River County during 1957 and 1958.

The $24,000 programmed represents Hood River County's share of the DS funds and the county will pay all costs in excess of this amount.

This project should not be let before the June letting as the county funds will come from fiscal year 1958-'59 budget.

DS/FAS-1(58)
5/1/58

HOOD RIVER COUNTY COURT

HOOD RIVER, OREGON

ARVO A. HUKARI, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
EARL A. MOORE, COUNTY COMMISSIONER

April 17, 1958

NOTED
John F. Hagemann

Mr. John Hageman
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Hageman:

As the District Meeting of County Courts in Fossill on the sixteenth, Mr. Swenson brought up the emergency fund to be made available to all counties in addition to the regular F.A.S. Funds.

We would like to use Hood River Countys proportion this summer if at all possible, and our thought is to use the money on oiling the roads the County now has based and graded, ready for the oil coat. Also if these funds are available for roads not presently on the F.A.S. system and if these roads could now be so designated.

Sincerely yours,

Arvo A. Hukari,
County Judge

AAH:mg

Call Judge X
make appointment
about 2 days in advance
J.F.H. 4/21/58

RECEIVED
APR 21 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
APR 21 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. G. SWENSON

S-368(2) Juniper Lane-Fir Lane Sec. 1958
DS-368(3)
#5257

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

INVOICE NUMBER 63837

DATE	BILLING REQ. NO.	YOUR ORDER NO.

CREDIT DISTRIBUTION

NOTED
John F. Hagemann

Make checks payable to the Oregon State Highway Department

NOTED
Harold C. Ayers

Send Remittance To:

OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
		NOTED V. R. JONES	
		NOTED JOHN D. GRAHAM	
		NOTED C. G. SWENSON	

ACKNOWLEDGEMENT OF BILLING REQUEST

By

A 150X (REVISED 12-59)

NOTED
V. R. JONES

NOTED
C. G. SWENSON

February 9, 1960

NOTED
Harold C. Ayers

Jefferson County Court
Courthouse
Madras, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Agency Plains Section of FAS 546, 687, and 688. As shown in the attached cost statement, a refund of $3,287.29 is due the County in connection with this project; however, a revision in the final costs of the Juniper Lane-Fir Lane Section of FAS 688 has resulted in the County's share of this project being increased by $182.90. This $182.90 is being deducted from the refund due in connection with the Agency Plains project, leaving a net refund to the County of $3,104.39.

After the final cost statement dated 11/16/59, for the Juniper Lane-Fir Lane project was prepared and forwarded to you, a charge of $365.79 for State-owned rock which was used in that project was transferred from our rock-holding account to the Juniper Lane-Fir Lane project account. This resulted in the cost statement of 11/16/59 reflecting a total project cost which was $365.79 less than the actual total cost, and the County's share of the project $182.90 less than the County's actual share. The above method is being used to correct this oversight and a post-final cost statement for this project is attached.

The net refund of $3,104.39 will be paid by means of a check from our accounting division within the next few days. If you have any questions on this matter, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By NOTED
JOHN D. GRAHAM

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

Form A-150—5M—6-59

NOTED
C. G. SWENSON

RECEIVED
NOV 1 0 1959

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 5257
S-365(2) X-1-6.26

NOTED
Harold G. Ayers

Jefferson County
Madras
Oregon

Attn: County Court

Invoice No. 62895

Date November 17, 1959

Your Req. No.

Billing Request No. re 540

Credit Distribution: 516-1030-377

Final Costs: Juniper Lane-Pir Lane, FAS 648, covered by agreement dated 7/21/58

Original advance deposit	$16,000.00	
Less amount previously transferred	8,000.00	
Balance in advance deposit		$8,000.00
County share total costs as per attached statement	$11,045.87	
Less amount previously transferred	8,000.00	
Balance		3,045.87
To be refunded		$5,154.13

ACKNOWLEDGMENT OF BILLING REQUEST

Received from [illegible] $

By [illegible]

State Printing 21127

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

November 16, 1959

Jefferson County Court
Courthouse
Madras, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Juniper Lane-Fir Lane Section of FAS 688. As shown in the attached cost statement, a refund of $5,154.13 is due the county. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT

Completed 6/5/59
ITEMIZED STATEMENT OF FINAL COSTS

County Jefferson Contract No. 5257 Date 11/16/59

FAS 688 Section Juniper Lane-Fir Lane

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$59,627.13
Construction engineering				5,061.74
TOTAL CONSTRUCTION COSTS				$64,688.87
FEDERAL FUNDS COLLECTED FOR PROJECT				
"S" Funds				$26,286.00
"DS" Funds		$14,900		
"LS" Funds		3,100		$18,000.00

AGREED COUNTY SHARE OF TOTAL COSTS

DS Project
Total Cost = $21,688.87

100% of all over $20,000 $1,688.87

50% of difference between $20,000 and federal funds
($20,000 - $18,000) X 1/2 1,000.00

TOTAL FOR "DS" Project..... $ 2,688.87

S Project
Total Cost = $43,000

50% of difference between total cost and federal funds
($43,000 - $26,286) X 1/2 $ 8,357.00

TOTAL COUNTY SHARE..... $11,045.87

County Advance Deposit	$16,200.00
Less County Share	11,045.87
REFUND DUE COUNTY.....	$ 5,154.13

JFH:mm

July 20, 1959

STATE OF OREGON, To PORTAR W. KITT, OREG. LTD., Dr.

County Jefferson — Postoffice address Portland, Oregon

Highway ADAMS DRIVE — Work done to June 5, 1959 — Contract No. 5257

Section Juniper Lane - Fir Lane — Prefix No. 516-1030-201(41) — Estimate No. Final

Item	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Coarse cr. mat. in base	ton	1.59	15,785.23	25,098.52	25,098.52	-
2. 3/4"-0 mat. in base	ton	1.74	6,147.44	10,696.55	10,696.55	-
3. Sprinkling	M/gal.	3.00	696.75	2,090.25	2,090.25	-
4. Preparation of base	mile	200.00	4.25	850.00	850.00	-
5. 3/4"-0 mat. in binder cr.	ton	2.50	719.63	1,799.08	1,799.08	-
6. Furn. & place aggregates	ton	2.50	3,152.65	7,881.63	7,881.63	-
7. RC-3 asphalt	ton	45.00	68.31	3,073.95	3,073.95	-
8. 120-150 asphalt	ton	42.00	175.28	7,361.76	7,361.76	-
9. RS-1 asphalt	ton	45.00	43.97	1,978.65	1,978.65	-
Force Account				482.53	330.47	152.06
DEDUCTIONS:						
Liquidated damages	day	60.00	22	-1,320.00	-1,440.00	120.00
3/4"-½" oil aggreg. from State	c.y.	2.54	115.43	-293.39	-293.39	-
½"-#10 oil aggreg. from State	c.y.	2.54	28.53	-72.47	-72.47	-
Totals				59,627.13	59,355.07	272.06
0 % Retained				-	1,780.65	1,780.65

Audited and approved by .....

Period covered To 6/5/59

Section Juniper Lane - Fir Lane Prefix No. [illegible]-516-1030-201(41) Estimate No. [illegible]

Item	Unit	Unit Price	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Coarse cr. mat. in base	ton	1.59	15,785.23	25,098.52	25,098.52	-
2. 3/4"-0 mat. in base	ton	1.74	6,147.44	10,696.55	10,696.55	-
3. Sprinkling	M/gal.	3.00	696.75	2,090.25	2,090.25	-
4. Preparation of base	mile	200.00	4.25	850.00	850.00	-
5. 3/4"-0 mat. in binder cr.	ton	2.50	719.63	1,799.08	1,799.08	-
6. Farm, & pits aggregates	ton	2.50	3,152.65	7,881.63	7,881.63	-
7. RC-3 asphalt	ton	45.00	68.31	3,073.95	3,073.95	-
8. 120-150 asphalt	ton	42.00	175.28	7,361.76	7,361.76	-
9. RS-1 asphalt	ton	45.00	43.97	1,978.65	1,978.65	-
Force Account				482.53	330.47	152.06
DEDUCTIONS:						
Liquidated damages	day	60.00	22	-1,320.00	-1,440.00	120.00
3/4"-#" oil aggreg. from State	c.y.	2.54	115.43	-293.39	-293.39	-
#"-#10 oil aggreg. from State	c.y.	2.54	28.53	-72.47	-72.47	-

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- 1 1960
FOR FILING

NOTE W. C. WILLIAMS

W. C. Williams

January 22, 1960

Juniper Lane-Fir Lane
Contract No. 5257

FINAL COST ANALYSIS
Stone Base & Oiling
Contractor: Porter W. Yett
Resident Engineer: Ernest Scrivner

Prefix 516-1030
Project # S-368(2)
DS-368(3)

S-368(2)
DS-368(3)
5257

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Coarse Cr.Mat'l in Base	15,785.23	Ton	1.59	1.69	26,748.98	25,098.52
*3/4"-0 Cr.Mat'l in Base	6,147.44	Ton	1.74	1.75	10,745.31	10,696.53
*&**Sprinkling	696.75	M-Gal.	3.00	2.36	1,644.09	2,090.25
**Preparation of Base	4.25	Mile	200.00	170.81	725.93	850.00
*&**3/4"-0 Mat'l in Binder	719.63	Ton	2.50	2.29	1,650.04	1,799.08
*&**Furn.& Place Aggregate	3,152.65	Ton	2.50	2.57	8,115.73	7,881.63
**RC-3 Asphalt	68.31	Ton	45.00	40.71	2,781.19	3,073.95
**120-150 Asphalt	175.28	Ton	42.00	37.57	6,586.44	7,361.76
**RS-1 Asphalt	43.97	Ton	45.00	39.24	1,725.29	1,978.65
*&**Force Account					482.53	482.53
Deductions						
*Liquidated Damage	22	Day	60.00			-1,320.00
*3/4"-1/2" Oil.Aggre.from State	115.48	Cu.Yd.	2.54			-293.32
*1/4"-#10 Oil Aggre.from State	28.53	Cu.Yd.	2.54			-72.47
					61,205.53	59,627.11

	Gross Revenue	Total Cost	Profit	Loss	Net Loss	% Profit	% Loss	Total % Loss
*Porter W.Yett	41,377.41	44,512.61		3,135.20			7.6%	
**Babler Brothers	18,249.70	16,692.92	1,556.78			8.5%		
	59,627.11	61,205.53	1,556.78	3,135.20	1,578.42	8.5%	7.6%	2.6%

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- 4 1960
OFFICE OF
RESIDENT ENGINEER

DETAIL OF COST - Contract No. 5257

Porter Yett

Labor:		
Labor	$ 18,465.74	
Labor Insurance	1,775.43	
Health and Welfare	526.18	$ 20,767.35
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	11,499.69	
Equipment Rental, Hired	1,299.61	
Gas, Oil and Grease	2,236.55	
Electric Power	1,721.67	
Bond	275.79	
P.U.C.	123.40	
P.L. and P.D. Insurance	230.24	
Lumber	141.41	
Explosives	2,037.00	
Small Tools and Misc. Supplies	367.11	
Freight and Cartage	228.43	
Amount Paid Gibson & Roberts for drilling quarry	2,298.75	
Home Office and General Overhead	1,285.61	23,745.26
TOTAL COST		$ 44,512.61

DETAIL OF COST - Contract No. 5257

Babler Brothers

Labor:			
Labor		$ 2,072.10	
Labor Insurance		156.67	
Health and Welfare		54.34	
Pension		4.97	$ 2,288.08
Materials:			
RC-3 Asphalt	68.31 Ton @ $27.75	1,895.60	
120-150 Asphalt	175.28 Ton @ $25.00	4,382.00	
RS-1 Asphalt	43.97 Ton @ $26.80	1,178.40	
Freight On Asphalt	287.56 Ton @ $6.20	1,782.87	9,238.87
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		2,905.87	
Equipment Rental, Hired		704.65	
Gas, Oil and Grease		568.48	
Bond		138.06	
P.U.C.		45.75	
P.L. and P.D. Insurance		28.60	
Small Tools and Misc. Supplies		145.75	
Freight and Cartage		53.81	
Home Office and General Overhead		575.00	5,165.97
	TOTAL COST		$ 16,692.92

Remarks - Contract No. 5257

This was a "Federal Aid Secondary Project" calling for the stone base and oiling of 4.25 miles on the Juniper Lane-Fir Lane Section of Adams Drive in Jefferson County.

The contract was bid July 10, 1958, awarded July 31, 1958. Work started August 25, 1958 and the project was completed June 5, 1959.

The contractor started crushing rock for this project August 25th. As the crushing plant was operating at the quarry site where the rock was crushed for the Agency Plains project, part of the rock was stockpiled at the quarry site due to contractor working on the Agency Plains project. The contractor started hauling base rock on this project October 20, 1958 and completed this part of the work on November 12, 1958. Part of the 3/4"-0 was placed in November, 1958 and the balance was placed between April 22 and 27, 1959. Equipment used was four tandem trains, two cat #12 blades, one rubber tired roller, one three-wheel roller, one water wagon and one 60-ft. Murphy scales.

The subcontractor started the oiling May 12, 1959 using two graders, three rollers, eight trucks, one loader and two distributors. Good progress was made on the oiling work.

The contractor had good bid prices, good equipment, good supervision, but due to the low production on the crushing item suffered a small loss. The subcontractor made good progress on the oiling and realized a fair profit. The total project suffered a small loss.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

8/17/59

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1-16(2) AS-301(2) 6357	8 Final	Porter W. Yett, Oreg. Ltd.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19977	19457	$ 2,052.71	8/13/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **50 workdays from August 11, 1958**

Time Extensions: **None of record**

Completion Date: **June 5, 1959**

Date Accepted: **July 2, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 18, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG

NOTED ON CARD
CC

RECEIVED
AUG 4 - 1959
FOR FILING
5257

August 4, 1959

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

State Highway contract #5257 for stone base-oiling the Juniper Lane-Fir Lane Section of Adams Drive in Jefferson County was completed by the contractor, Porter W. Yett, Oreg., IAd., on June 5, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $2,052.71 will be released to the contractor on or after August 14, 1959. The total contract amount is $59,627.13, of which amount $482.53 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Continental Casualty Co.,
Northwest Branch Office
105 Cobb Bldg.,
Seattle 1, Washington

cc: Continental Casualty Co.,
Tate, Westenfelder & Berg. Inc.,
Wilcox Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 26, 19 59

Section Juniper Lane - Fir Lane

Highway Adams Drive County Jefferson

Contractor Porter W. Yett, Ore., Ltd.

Date of contract July 31, 19 58

Date work started August 25, 19 58

Project authorization . . . . . $ 71,233.58

Exclusive of engineering . . . . $ 66,168.36

Kind of work Stone Base and Oiling

Section prefix 516-1030

Contract number 5257

Specified work days 50

Work days used 73

Per cent of time elapsed 146 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 59,580

Estimated per cent overrun or underrun . . . . . Underrun . . . 10 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 5,065.52

Engineering cost to date $ 4,700, 92.8 %

Date project was completed June 5, 19 59

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate for project completed and submitted to Division Office on Friday.

- FINAL REPORT -

CONSTRUCTION DIVISION
RECEIVED
JUN 29 1959
NOTED-- Cl. ACy. Au.L. C.v.E.

NOTED
JOHN R. OAKES

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Grant L. Sorensen Res. Engr.

Address P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.25		4.25	
Miles partially completed		4.25		4.25	
Miles completed		4.25		4.25	
Total estimated quantities (contract)		24,280 Tons		Asph. 310 Tons Aggr. 2,890 Tons	
Total quantities corrected to date		21,933 Tons		Asph. 288 Tons Aggr. 3,153 Tons	
Estimated quantities moved or placed to date		"		"	
Average daily quantities		Completed		Completed	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair&Warm		
Tuesday	Ptly.Cloudy, & Warm		
Wednesday	Ptly.Cloudy, & Warm		
Thursday	Cloudy&Mild		
Friday	Ptly.Cloudy, & Warm		
Saturday			

RECEIVED
JUN 21 1959
FOR FILING
X-34(2)
DA-34(3)
5257

June 23, 1959

Continental Casualty Company
310 South Michigan Avenue
Chicago 4,
Illinois

Gentlemen:

It is the intention of the State Highway Commission to release to Porter W. Yett, Oreg. Ltd., a portion of the funds heretofore retained by the Commission on Contract #5257, for stone base-oiling the Juniper Lane-Fir Lane Section of Adams Drive in Jefferson County.

This payment, in the amount of $22,234.93, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,780.65. The present payment will be released on or after July 3, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Continental Casualty Company
Tate, Westenfelder & Berg, Inc.,
Wilcox Bldg.,
Portland 4, Oregon

June 12, 1959

Jefferson County Court
Courthouse
Madras, Oregon

Gentlemen:

This is to advise you that work on Contract No. 5257, Juniper Lane-Fir Lane Section of FAS 688 was completed on June 5, 1959.

Under the terms of the agreement signed by the Court on July 2, and by the Highway Commission on July 21, the County assumed maintenance and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:cg

RECEIVED
JUN 12 1959
FOR FILING
S 368(2)
DS-368(3)
5257

A

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 5, 1959, on Contract No. 5257, Juniper Lane-Fir Lane Section, in Jefferson County, in connection with Federal Aid Project No. S-368(2), DS-368(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:br

cc:

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
October 13, 1958

FAS 688, Jefferson County

George W. Martin
Division Office Engineer
Oregon State Highway Department
Bend, Oregon

NOTED

In reply to your letter of October 10, the name of the project referred to should be Juniper Lane-Fir Lane. It is a "p" crash project for surfacing and oiling of 4.2 miles on FAS 688 in Jefferson County. Work was started on this project August 25, and although our records don't show it, the job should be finished by now.

John D. Graham
Office Engineer

County and City Relations

JDG:cg

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

FORM E30—80M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 10, 1958

SUBJECT: Fir Lane-Warm Springs Highway
Oiling Project

To:

Mr. Clarence Swenson
County & City Relations Engineer
State Highway Department
Salem, Oregon

As of October 2nd we received from Mr. Vic Wolfe, Chief Locating Engineer, a list of jobs that are to be submitted to the Construction Department by certain dates.

On this list was a job called Fir Lane-Warm Springs Highway Section Oiling. We have never received any data on this particular job. Wonder if you might fill in the details.

GEORGE W. MARTIN
Division Office Engineer

GWM:bn

RECEIVED
OCT 13 1958

RECEIVED
SEP - 1958

Monthly Transaction No. 5257

Project Report No. 3

FOR FILING

For (9-57) -2

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Jefferson

Project No. S-368(2)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

S. Unit, Juniper Lane-Fir Lane Section-Approximately 1.4 miles south jct. FAS 546 (So. end DS-368-3) to north end S-368(1) on a county road.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-24-58	2.851
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 47,020.00	$ 27,800.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer September 3, 1958

USComm-DC 40257

August 27, 1938

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sirs

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Juniper Lane-Fir Lane Section, Project No. S-363(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EMC:lmw

August 15, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Juniper Lane-Fir Lane Section, Project No. S-368(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RJC:mas

Oregon State Highway Department

Federal Aid Secondary
Project No. S-366(2)

SANTIAM JUNCTION-WOLF CREEK SECTION OF THE ADAMS DRIVE IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

August 13, 1958, Salem, Oregon

Item Code 5931
Roadway (Sta. 177+39.7 to Sta. 327+55)
(Contract No. 5257)

Coarse Crushed Material in Base	11,500 tons	$ 1.59	$18,285.00
3/4" - 0 Material in Base	4,300 tons	1.74	7,480.00
Sprinkling	310 M-gal.	3.00	930.00
Preparation of Base	2.85 miles	200.00	570.00
3/4" - 0 Material in Binder Course	460 tons	2.50	1,150.00
Furnishing and Placing Aggregates	1,930 tons	2.50	4,825.00
RC-3 Asphalt	51 tons	45.00	2,295.00
120-150 Asphalt	120 tons	42.00	5,040.00
RS-1 Asphalt	36 tons	45.00	1,620.00
			$42,545.00
Flagging (5% of Contractor's Cost)	All Required		200.00
		Subtotal	$42,745.00
		10% Engr. & Cont.	4,274.50
		Total	$47,019.50

Length of Roadway . . . . . 2.991 miles
Cost of Roadway Per Mile . $16,492.23

Federal Funds	$27,200.00
State Funds	9,600.00
County Funds	10,219.50
	$47,019.50

State Funds for Const.: Chap. 175, Laws 1957; Chap 31, Laws 1949;
Chap. 529, Laws 1959.

State Funds for Maint.: Chap. 529, Laws 1959.

NOTE: Necessary funds have been deposited by Jefferson County with the Highway Department

RECEIVED
SEP 2 - 1958
FOR FILING

S-36.1(2)
DS-36.1(3)
FILE

August 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 25, 1958, on Contract No. 5257, Juniper Lava-Fir Lava Section, in Jefferson County, in connection with Federal Aid Project Nos. S-368(2) and DS-368(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

FORM E-123 SM 4-58

RECEIVED
AUG 2 1 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

368(2)
10-368(3)
5257

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 21, 1958

Porter W. Yett, Oreg. Ltd.
6500 N. E. Ainsworth
Portland 18, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5257, awarded July 31, 1958, for stone base and oiling on the Juniper Lane-Fir Lane Section of the Adams Drive in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-368(3)

JUNIPER LAKE-FIR LANE SECTION OF THE ADAMS DRIVE

IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 14, 1958

Type Code 5231
Roadway (Sta. 327+95 to Sta. 401+87) (Contract No. 5257)

Coarse Crushed Material in Base	5,500 tons	$1.59	$8,745.00
3/4" - 0 Material in Base	2,100 tons	1.74	3,654.00
Sprinkling	130 M-gals.	3.00	390.00
Preparation of Base	1.40 miles	200.00	280.00
3/4" - 0 Material in Binder Course	220 tons	2.50	550.00
Furnishing and Placing Aggregates	960 tons	2.50	2,400.00
RC-3 Asphalt	25 tons	45.00	1,125.00
120-150 Asphalt	60 tons	42.00	2,520.00
RS-1 Asphalt	18 tons	45.00	810.00
			$20,474.00
Flagging (57½ of Contractors Costs)	All Required		100.00
	Subtotal		$20,574.00
	10% Engr. & Cont.		2,057.40
	Total		$22,631.40

Length of Roadway. . . . . 1.400 miles
Cost of Roadway per mile $16,165.29

Federal "DS" Funds.	$14,900.00
Federal "LS" Funds.	3,100.00
State Funds	1,000.00
County Funds.	3,631.40
	$22,631.40

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939
Funds for Maint.: Chap. 529, Laws, 1939

Note: Necessary funds have been deposited by Jefferson County with Highway Dept.

RECEIVED
FOR FILING

August 1, 1958

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Mr. Yett:

The State Highway Commission on July 31, 1958 awarded to you State Highway Contract No 5257 for stone base and oiling on the Juniper Lane-Fir Lane Section of the Adams Drive County Road in Jefferson County.

This award was based on your bid of $63,019 which was the low bid submitted to the Commission on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

Form A-180—10M—6-57

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

Jefferson County
Madras, Oregon

Attn: County Court

NOTED
John r. Hagelmann

NOTED
V. R. JONES

Invoice No. 56633

Date July 28, 1958

Your Req. No.

Billing Request No. cc 428

Credit Distribution: 516-1030-297

Advance Deposit	**16,200.00**
Partial transfer county's share total cost of the Juniper Lane-Fir Lane Section, FAS 688, covered by agreement dated July, 1958.	**8,200.00**
To be retained NOTED JOHN D. GRAHAM	**$8,000.00**

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By_____

NOTED
C. G. SWENSON

State Printing 4306

NOTED
W. R. JONES

NOTED
Harold C. Ayers

July 11, 1958

Jefferson County Court
Courthouse
Madras, Oregon

NOTED
John F. Hagemann

Gentlemen:

On July 10 a satisfactory bid was received from Porter W. Yett, Oregon Ltd., of Portland for constructing the Juniper Lane-Fir Lane Section of FAS 688. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid Items	$63,019.00
Flagging	300.00
12-1/2% Eng'ring & Contingencies	7,914.88
Estimated total cost	$71,233.88

County Advance Deposit	
5% of $20,000.00 (DS Funds) =	$ 1,000.00
20% of $45,000.00 (FAS Funds)=	9,000.00
All over $65,000.00 =	6,233.88
	$16,233.88 or say $16,200

Please make this deposit by means of a warrant or check payable to the Oregon State Highway Commission in the amount of $16,200, forwarding same to this office. If the deposit is received prior to July 29, a contract will be awarded at the regular Highway Commission meeting on July 31.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

Rec'd
7/24/58
516-1030
5251

JFH:be

RECEIVED
JUL 25 1958
FOR FILING

D-361(2)
D-361(2)
5257

Salem, Oregon
July 24, 1958

Maint - #210
Finance - #211

PAS Project Agreements
Jefferson County

Mr. C. G. Swenson
Engineer County & City Relations Dept.
O f f i c e

Attention: John D. Graham

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy each of two finance agreements with Jefferson County covering the Juniper Lane-Fir Lane Section of FAS 688 in Jefferson County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Jefferson County.

Secretary

rn
Attach:

FORM E-80 BOM 8-57—6503

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1958

SUBJECT: FAS Project Agreements
Jefferson County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies each of finance agreements covering the Juniper Lane-Fir Lane Section of FAS 688 in Jefferson County. One set of agreements covers the regular FAS funds and the other set the DS funds.

Two copies of each agreement have been executed by the Court and are now ready for signature by the Highway Commission. These copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B. P. R.

The FAS funds were approved by the Commission on 6/27/57 and the DS funds on 5/8/58.

John D. Graham
John D. Graham
Office Engineer, County & City Relations

JDG:be
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 11, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 5-8-58 Min Page 37 + 6-27-57 Min page 30
Secretary

RECEIVED
JUL 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON PROJECTS S-368(2) and DS-368(3)
FAS 688

RESOLUTION

WHEREAS, a county road in Jefferson County, State of Oregon, known as the Adams Drive County Road, is routed through the County of Jefferson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jefferson County, the section adopted for improvement being more particularly described as follows; to wit:

From FAS 546 southerly to the northerly terminus of Oregon Project S-368(1).

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Jefferson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jefferson County, Oregon, that no encroachments will be permitted on the county road known as the Adams Drive County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jefferson County, Oregon, this 2 day of July, 1958.

By:

County Judge H. A. Dennaneck

ATTEST:

Nellie Watts
County Clerk

County Commissioner W. H. Campbell

County Commissioner L. M. Olson

cc-12(1956)

RECEIVED
JUL 25 1958
FOR FILING

L 3(8)(2)
OA 368(3)
5257

R

July 24, 1958

County Court of Jefferson County
Court House
Madras, Oregon

Gentlemen:

We are enclosing for the records and files of Jefferson County one fully executed copy of a maintenance agreement and one fully executed copy each of two finance agreements between the State Highway Commission and Jefferson County covering the Juniper Lane-Fir Lane Section of FAS 688 in Jefferson County. One set of agreements covers the regular FAS funds and the other set the DS funds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
Harold C. Ayers

June 24, 1958

NOTED
John F. Hagemann

Jefferson County Court
Courthouse
Madras, Oregon

Gentlemen:

Enclosed are two copies each of two agreements covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Juniper Lane--Fir Lane section of [illegible] upon which bids will be received July 10 in Salem.

The finance agreements cover state and county participation in costs and provide for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost including engineering and contingencies is $22,000 for the DS project and $47,000 for the S project for a total of $69,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in this office not later than July 7.

Very truly yours,

NOTED
J. G. SWENSON

R. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:bc

MEMO TO J. W. NASH
5/27/58

FAS 688, JEFFERSON COUNTY

TERMINI: From 1.4 miles south of junction with FAS 546 southerly to north terminus of Oregon Project S-368(1).

PROPOSED WORK: Construct 2-lane intermediate type surface.

PROJECT LENGTH: 2.85 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$45,000	$27,000	$9,000	$9,000 (Co.)

EXISTING FACILITY:
ROADWAY: Crushed rock wearing surface 28' wide and approximately 2" in thickness. One substandard existing curve at a road junction on the south end of the project.
STRUCTURES: None.

ADJACENT SECTIONS:
NORTH END: To be constructed through a 20' wide type O-11 oil mat with 2' shoulders with DS funds in conjunction with this project.
SOUTH END: Being constructed to a 20' wide type O-11 oil mat with 2' shoulders under Oregon Project S-368(1).

PROJECT DATA: Place additional base material as required and construct a type O-11 oil mat wearing surface with 2' shoulders.

ROW WIDTH: 50' minimum.

MINIMUM DESIGN STANDARDS: One right angle curve 0.25 mile from the southerly terminus mentioned under existing facility. The area served by this route is irrigated farm land with roads along both north and south and east and west section lines with irrigation facilities paralleling the roads. This curve is at the intersection of a north-south road with an east-west road and any material revision of the curve would seriously complicate both the irrigation facilities and the road junction.

ACCESS CONTROL: None.
RR XING: None.
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None
PUBLIC HEARING: None required.

Route data submitted under Oregon Project S-368(1).

NOTED
JOHN D. GRAHAM

NOTED
[illegible]

JFH:mm

NOTED

MEMO TO J. W. NASH
5/27/58
FAS 6BB, Jefferson Co. (DS Funds)
TERMINI: From FAS 546 southerly 1.4 miles (N. Unit, Juniper Lane-Fir Lane Section).

PROPOSED WORK: Construct 2-lane intermediate type surface.

PROJECT LENGTH: 1.4 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$20,000	$15,200	$800	$800 (CO.) $3,200 (L)

EXISTING FACILITY:
ROADWAY: Crushed rock wearing surface 28' wide and approximately 2" thick. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS:
NORTH END: Junction with FAS 546.
SOUTH END: To be constructed through 20' wide type O-11 oil mat wearing surface with 2' shoulders with S funds in conjunction with this project.

PROJECT DATA: Place additional base material as required and construct a type O-11 oil mat wearing surface 20' in width with 2' shoulders.

ROW WIDTH: Minimum 50'.
MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.
RR XING: None.
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None.
PUBLIC HEARING: None required.

Route data submitted under Oregon Project S-368(1).

NOTED
JOHN D. GRAHAM

NOTED

JFH:mm

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Salem, Oregon
May 26, 1958

Juniper Lane-Fir Lane Section
FAS 688, Jefferson County

Mr. Tom Edwards
O F F I C E

NOTED
John F. Hagemann

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

In addition to the $20,000 of DS/funds approved for this project an additional $45,000 of regular FAS funds is to be programmed. This will go to the Highway Commission for approval on June 19 and will result in a total of $65,000 for the entire section of road.

There is apparently an error in the field calculation of quantities probably due to adding compaction percentages twice - once in calculating cubic yards and once more in converting cubic yards to tons. Our calculations show the quantities to be approximately as follows:

Item 1 - 18,000 tons
Item 2 - 7,000 tons
Item 3 - 450 M/gal.

Based on the above quantities the entire project should approximately fit the $65,000 of available federal aid funds.

It is planned to set up the northerly 1.4 miles as a DS project and the southerly 2.85 miles as a regular FAS project.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

cc: V. G. O'Neil
Frank Hall

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

PROPOSED PROJECT
JEFFERSON COUNTY

FAS 688 - Juniper Lane-Fir Lane Section, 4.2 miles, $45,000. This project was approved by the Highway Commission on May 8 for construction with available DS funds of $20,000 to be supplemented by available regular FAS funds. The above $45,000 represents available regular funds for a total for the project of $65,000.

58-d
6/2/58

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 27, 1958

Jefferson County Court
Courthouse
Madras, Oregon

Gentlemen:

On May 8 the Highway Commission approved the D fund project as described in the attached tabulation. Bids will be received as soon as plans and specifications can be prepared.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

PROPOSED PROJECT (County D-FAS Funds)
JEFFERSON COUNTY

FAS 688 - Juniper Lane-Fir Lane Section, 4.2 miles, $20,000.

This section extends from FAS 546 (Juniper Lane) southerly to Fir Lane (north end of FAS project presently under contract).

The proposed project is to place additional base material as required and construct a type O-11 oil mat wearing surface 20' wide with 2' shoulders. The county is reshaping the ditches and roadbed and expects to be finished by July 1. This is the same type project as presently under contract as the Agency Plains Section.

The $20,000 programmed above represents the total DS funds available to Jefferson County and will be supplemented with regular FAS funds as required.

U-131(19) Rogue River Br. on Pacific 1958
Hwy. at Grants Pass

#5258

RECEIVED
1959
FOR FILING
(FISCAL)

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 5, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5258	13 Final	Peter Kiewit Sons' Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26939	85085	$ 11,927.43	11-3-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapman
ACCOUNTING DIVISION

Specified completion date: **240 workdays from August 11, 1958**

Time Extensions: **None of record**

Completion Date: **August 10, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **November 6, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Secretary

Warrant Mailed: NOV - 9 1959

NOTED ON CARD

RECEIVED
OCT 12 1959
FOR FILING

October 9, 1959

Central Surety & Insurance Corp.,
P. O. Box 207
Kansas City 10, Mo.

Gentlemen:

State Highway contract #5258 for construction of the Rogue River Bridge at Redwood Jct., (Grants Pass) on Pacific Highway in Josephine County was completed by the contractor, Peter Kiewit Sons' Company, on August 10, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $11,927.43 will be released to the contractor on or after October 19, 1959. The total contract amount is $348,520.24, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Central Surety & Insurance Corp.,
C. A. Tomassone & Sons
1002 Cascade Bldg.,
Portland 4, Oregon

RECEIVED
SEP 30 1959
FOR FILING

September 29, 1959

Mr. Ivan Breunsbach
Peter Kiewit Sons' Company
Post Office Box 1777
Vancouver, Washington

Dear Mr. Breunsbach:

Reference is made to your request of September 19 concerning retained percentages on Contracts Nos. 5094, 5204 and 5258. Our records show that the retainage on these contracts has been reduced to 3 per cent and amounts to $90,378.49.

The work covered by these contracts was accepted by the Highway Commission on September 24. Preparation of the final estimate quantities is in progress and final payment should be forthcoming in approximately 6 weeks.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. R. L. Porter

MLP:bb ae

September 19, 1959

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Our records indicate that as of September 1, 1959 the total amount of the retained percentages on our Oregon State Highway projects was in excess of $277,000. Of this total, over $162,000 is being retained on Contract Nos. 5094, 5204 and 5258, all of which have been accepted as complete by the Department.

We will appreciate it very much if a reduction could be made in the retained percentages on these completed projects pending computation of final quantities. We believe that this may be done under the provisions of Paragraph 1.9.10 of the General Provisions.

Thanking you for past favors and considerations, we are

Yours very truly,

PETER KIEWIT SONS' CO.

By Ivan W. Breunsbach
Ivan W. Breunsbach

IWB:md
Encl (3)
cc: File

RECEIVED
AUG 25 1959
FOR FILING

August 24, 1959

Central Surety & Insurance Corp.
P. O. Box 207
Kansas City 10, Missouri

Gentlemen:

It is the intention of the State Highway Commission to release to Peter Kiewit Sons' Company a portion of the funds heretofore retained by the Commission on Contract No. 5258, for construction of the Rogue River Bridge at Grants Pass on the Redwood Junction Section of the Pacific Highway in Josephine County.

This payment, in the amount of $18,163.06, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $10,410.09. The present payment will be released on or after September 4, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: C. A. Tomassene & Sons
1002 Cascade Building
Portland 4, Oregon

NOTED ON CARD 8/25/59
jmc

RECEIVED
AUG 29 1958
FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 29, 1958

Peter Kiewit Sons' Company
Room No. 1, Sparta Bldg.
Medford, Oregon

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5258, awarded July 31, 1958, for Rogue River Bridge at Grants Pass on the Redwood Junction Section of the Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
FOR FILING

5258

August 1, 1958

Peter Kiewit Sons' Co.
P. O. Box 531
Vancouver, Washington

Gentlemen:

The State Highway Commission on July 31, 1958 awarded to you State Highway Contract No 5258 for the Rogue River Bridge on the Pacific Highway in Josephine County.

This award was based on your bid of $349,305 which was the low bid submitted to the Commission on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED

When replying, refer to
08-35.4-0

July 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5258 for Oregon Project U-131(19), Rogue River Bridge on Pacific Highway at Grants Pass, to Peter Kiewit Sons' Co. of Vancouver, Washington, low bidder in the amount of $349,305.00 at the July 10, 1958 bid opening.

Very truly yours,

C. G. Polk,
Division Engineer

Original to
Bridge Dept.

RECEIVED
JUN 30 1958
FOR FILING
U-131(19)
08-35.4
5241

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project U-131(19), Rogue River Bridge at Grants Pass.

This approval is subject to your making any corrections which may be found necessary following a review of the plans.

Concurrence in award of contract will be withheld pending notification that all right-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. Polk
Division Engineer

Approval to Bridge Dept.

18-3421 Chemult Maint. Building 1958

#5259

RECEIVED
JAN 23 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) January 22, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5259	4 final	Edwin Maers, Exec. of the Estate of Enoch I. Maers, Deceased

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
649	H 233569	$2,817.63	1/21/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Wennhens

ACCOUNTING DIVISION

Specified completion date: 80 workdays from Aug. 11, 1958

Time Extensions: None

Completion Date: Nov. 21, 1958

Date Accepted: Dec. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. N. Head.
~~Asst. Secretary~~
Asst. Secretary

Warrant Mailed:

JAN 24 1959
gc

NOTED ON CARD

RECEIVED
JAN 8 - 1959
FOR FILING

F-5251
5257

Jan. 7, 1959

CERTIFIED MAIL

Anchor Casualty Co.
Saint Paul 1h
Minnesota

Gentlemen:

State Highway Contract No. 5259 for Chemult Maintenance Building Construction, in Klamath County, was completed by the contractor, Enoch I. Maers, on Nov. 21, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $2,817.63 will be released to Edwin Maers, Executor of the Estate of Enoch I. Maers, Deceased, on or after Jan. 17, 1959. The total contract amount is $15,916.90, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

cc: Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

RECEIVED
AUG 27 1958

FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESEMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

5259

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 26, 1958

Enoch I. Maers
3936 Hayesville Drive
Salem, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5259, awarded July 31, 1958, for Chemult Maintenance Building Construction in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
FOR FILING

August 1, 1958

Mr. Enoch I Maers
3936 Hayesville Drive
Salem, Oregon

Dear Mr. Maers:

The State Highway Commission on July 31, 1958 awarded to you State Highway Contract No 5259 for the Chemult Maintenance Building in Klamath County.

This award was based on your bid of $15,987 which was the low bid submitted to the Commission on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUL 7 - 1958
FOR FILING

IX 3421

5257

July 8, 1958

Mercer Steel Co., Inc.
P. O. Box 3344
Eugene, Oregon

Attention: Mr. Ted W. Flaming

Dear Mr. Flaming:

Just received is your letter of July 7, 1958 regarding the windows that are to be used in connection with the Chemult Maintenance Building for which bids are to be received by the State Highway Commission on July 10, 1958.

I am referring your letter to Mr. W. C. Williams, State Highway Engineer, for his consideration.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: W. C. Williams

MERCER
STEEL CO., INC.

PLEASE REPLY TO:
MERCER STEEL CO., INC.
P. O. BOX 3344
EUGENE, OREGON

Reinforcing Steel and Building Specialties
CApitol 6-2511
[illegible] N. W. NICOLAI STREET
PORTLAND 10, OREGON

July 7, 1958

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Subject: Chemult Maintenance Building

Gentlemen:

Thank you very much for your letter of July 3, giving us the names of the general contractors bidding Item #12, Chemult maintenance building.

We have just contacted Mr. Maerz in Salem and obtained a set of plans. There are two apparent discrepencies upon which we would appreciate receiving clarification. However, due to the late date there will probably not be time to exchange the necessary correspondence. However, we wish to point out the specification for windows indicates heavy intermediate windows.

We represent the Lupton line of windows. This company does not fabricate a heavy intermediate window. They do, however, fabricate an architectural projected window which is available in the same dimensions and elevation design. Although the specification indicates an intermediate, the details shown on page 4 indicate an architectural projected window. Also the Code #425 pertaining to intermediate applies to a double vented window, whereas the elevation shows a single vented window.

It is our intention to bid on architectural projected windows #225 which are 4-0-7/8 x 5-5. This code number, of course, representing double vented windows. We are also going to give an additional price if the #224 is used, which would be a single vent window as illustrated. This would result in some saving.

Cordially,

Ted W. Flaming

TWF:wcc

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JUL - 1958
FOR FILING

July 3, 1958

Mercer Steel Co., Inc.
P. O. Box 3344
Eugene, Oregon

Attention: Mr. Ted W. Flaming

Gentlemen:

In reply to your letter of July 2, we made inquiry of our Bridge Department who informs us that metal windows are to be used on the Chemult Maintenance Building, on which project bids are to be received July 10.

We have attached a list of contractors who hold bidding plans on this project, as you requested.

Very truly yours,

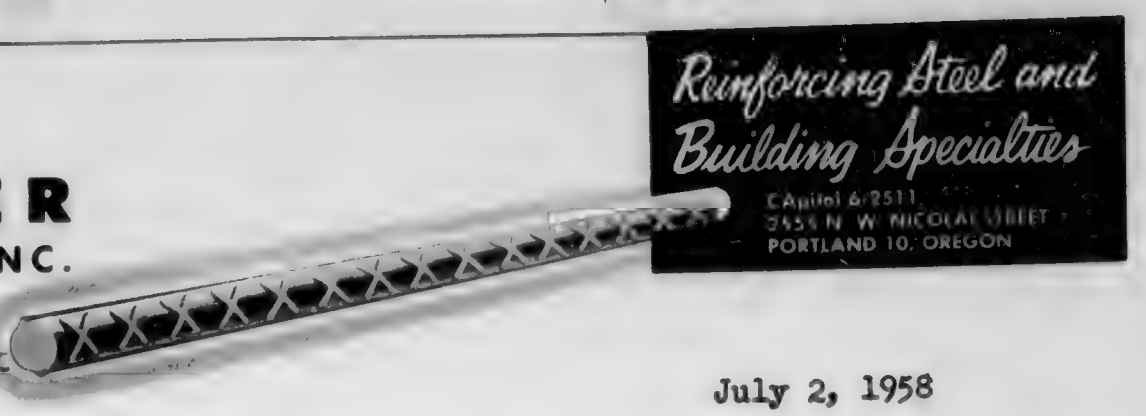
OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
FAQ:fp

MERCER
STEEL CO., INC.

PLEASE REPLY TO:
MERCER STEEL CO., INC.
P. O. BOX 3344
EUGENE, OREGON



July 2, 1958

Oregon State Highway Commission
Salem, Oregon

Subject: Bid Item #12
Klamath County - Chemult Maintenance Building

Gentlemen:

We would be very much interested in bidding on metal windows, if any are required, on the above job.

Unfortunately there are no plans available at the Eugene Exchange. Would it be convenient for you to send me a list of general contractors holding plans. If there are no metal windows required on the job, of course we would not need the plan list, but we would appreciate receiving this information.

Cordially,

Ted W. Flaming

TWF:wcc

metal windows included in prices.

RECEIVED
JUL
SALEM
STATE HIGHWAY

RECEIVED
MAY 23 1958
FOR FILING

Maint
Build & Im
Chemult

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1958

SUBJECT: Shop Addition
Chemult Maintenance Building

Mr. P. M. Stephenson
Assistant State Highway Engineer
O f f i c e

I am submitting herewith Plan #2 showing the proposed addition to our maintenance building at Chemult.

Also included is a copy of a letter from H. W. Hughlett containing recommendations for the new addition on which I concur.

When plans are completed it will be necessary to submit them to the U. S. Forest Service for approval in connection with our special use permit at this site.

E. F. Chidsey
Assistant Maintenance Engineer

EFC:hl
Encls.

APPROVED 5-20-58
H. W. H.
Assistant State Highway Engineer

RECEIVED
MAY 20 1958
OFFICE OF
STATE HIGHWAY ENGINEER

DF-126(5)
DF-320(7)
#5260

Willamette Jct.-Diamond Lake Jct. Sec.

1958

RECEIVED
JUL 18 1961
FOR FILING

Salem, Oregon
July 18, 1961

Mr. Leonard I. Lindas
Chief Counsel

Attached is a letter and copies of correspondence in regard to a piece of property acquired from Mr. Zbinden at Diamond Lake Junction on The Dalles-California Highway. We would like to have your comment or recommendation on the course of action to be taken.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Attachment

cc Mr. I. A. De France

FORM E-20 80M 3-61 94997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1961

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer

SUBJECT: File No. 21783
Willamette Jct-Diamond Lake Jct
The Dalles-California Highway
Refusal to Vacate R/W by
Removing Fruit Stand
Mr. Amsted

Attached are copies of letters from James R. Kuhn, Staff Attorney, to Dean Swift, Division Engineer, and from L. H. Warfield, Assistant Division Engineer, to Mr. DeFrance dated June 29 and July 6, respectively, concerning subject file.

Mr. DeFrance concurs in Mr. Warfield's recommendation that this matter be referred to the Legal Division for study and final disposition.

John A. Phillips
Assistant Maintenance Engineer

JAP:jre
Encl.

cc: Dean Swift
S. P. Jones

RECEIVED
JUL 14 1961
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1959
FOR FILING

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 14, 1959

NOTED
W. C. WILLIAMS

Mr. Marshall Newport
Newport Construction Company
7031 N. E. Halsey
Portland 13, Oregon

Willamette Junction-Diamond Lake Junction
The Dalles-California Highway
Contract No. 5260

Dear Sir:

In accordance with your conversations with Mr. W. C. Williams of recent date, we have done some check drilling on the quarry site named as an acceptable source in the specifications for the subject named job. This was for the purpose of checking the geophysical profiles which were used to determine the amount of rock available in this quarry.

The test holes have confirmed the seismic profiles quite well. They confirm that there is an adequate body of rock at the site in a compact area to more than do the job.

You may view the results of these test holes in our office at any time you may desire.

Very truly yours,

W. C. Williams
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Construction Engineer

LHY:fp

cc W. C. Williams

RECEIVED
DEC 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-125-X

RECEIVED
AUG 2[illegible] 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

10F.126(5)

10F.220(7)

5260

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 27, 1959

Mr. Marshall B. Newport
Newport Construction Company
7031 N. E. Halsey Street
Portland 13, Oregon

Dear Mr. Newport:

Reference is made to your claim originating in a change of quarry from the source provided in the Special Provisions on the Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway, Contract No. 5260.

As a result of recent conversation between Mr. Williams and yourself, we have reviewed this claim with officials of the Bureau of Public Roads. It is their decision that they cannot, under any circumstances, participate in a financial settlement of said claim as they do not believe it a valid one.

In view of these facts, we are required to once more reject your claim for change in quarry source.

Very truly yours,

C. M. Edwards

Tom Edwards
Construction Engineer

FBK:law:fp

cc W. C. Williams
Forrest Cooper
Dean Swift

NOTED
Forrest Cooper

RECEIVED
[illegible] 1959
OFFICE OF
[illegible] ENGINEER

RECEIVED
FORM E-123-A
AUG 10 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

AF-126(5)
AF 310(7)
5260

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 6, 1959

NOTED
W. C. WILLIAMS

RECEIVED
AUG 7 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. M. R. Newport
Newport Construction Company
7031 N. E. Halsey Street
Portland 13, Oregon

Dear Sir:

Reference is made to your claim originating in change of quarry from the source provided in the Special Provisions on the Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway, Contract No. 5260. You will recall that we recently made an inspection of the original site with a view to resolving your claim. Later, I discussed this matter with Mr. Cooper. As a result of my own views and with the concurrence of Mr. Cooper, I set forth certain facts bearing on the claim as follows:

1. The change in quarries was of your choice and instigation.

2. There is adequate material in the specification-named source to furnish the contract amount of crushed material and more.

3. Development of the source so as to safely utilize the materials therein is an operational problem which should have been considered at time of bidding the job.

4. The specified quarry at time of bidding plainly showed its adverse features, to wit: dangerous face in existing quarry, heavy stripping required, possibility of large fracture.

In view of the above, your claim for testing, haul road construction, and extra haul having its origin in change of material source, must be rejected.

Very truly yours,

Tom Edwards
Construction Engineer

LHY:jw

cc Forrest Cooper
C. H. Maison
R. L. Porter
Dean Swift
Leonard I. Lindas

RECEIVED
AUG 27 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1959

SUBJECT: Willamette Jct.-Diamond Lake Junction
The Dalles-California Highway

Memo to the Files:

A claim submitted by the contractor on this project, Newport Construction Company, in the amount of $10,062.23 has been rejected by a letter from Mr. Tom Edwards to Mr. Newport dated August 6, 1959. The reasons for the rejection of this claim are clearly set forth in Mr. Edwards' letter.

In keeping with current instructions that the Bureau of Public Roads be appraised and consulted concerning all claims by contractors on Federal-Aid projects, I, this date, discussed said claim with Mr. Cowan and Mr. Polk and acquainted them with the various particulars leading up to the claim. It was their opinion that Mr. Newport's claim is entirely unsupported and must be rejected.

F. B. Klaboe
Field Construction Engineer

FBK:fp
cc Forrest Cooper

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1[illegible] 1959
FOR FILING

(CONTRACT NO.) 5260

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 10, 1959

5260	4 Final	Newport Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19084	13034	$4,731.92	8/6/59

(EST. NO.) (CONTRACTOR)

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 35 workdays from August 11, 1958

Time Extensions: None of record

Completion Date: June 9, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: August 11, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG 11 1959
bc
P

NOTED ON CARD
LC

RECEIVED
AUG 6 - 1959
W. C. Williams

July 31, 1959

FINAL COST ANALYSIS

NOTED
W. C. WILLIAMS

Willamette Jct.-Diamond Lake Jct. — Oiling — The Dalles-California Hwy.
Contract No. 5260 G — Contractor: Newport Construction Co. — Prefix 18-1081
Resident Engineer: A.A. Fossen

AF 206(5)
AF 220(7)
Item 5260

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*3/4"-0 Mat'l in Shoulders	1,790	Cu.Yd.	5.00	5.65	10,124.63	8,950.00
**Sprinkling	40	M-Gal.	3.00	3.68	147.35	120.00
**Preparation of Base	10.12	Mile	100.00	9.46	95.81	1,012.00
*Furnish & Place Aggregates	8,425	Cu.Yd.	6.00	5.97	50,345.93	50,550.00
**120-150 Asphalt	617.6	Ton	45.50	37.70	23,284.42	28,100.00
**RS-1 Asphalt	190.02	Ton	47.00	39.50	7,506.02	8,930.94
3/4-1/2" Cr. Rock in Stockpile	4,790.21	Cu.Yd.	3.40	4.07	19,516.24	16,286.71
1/2-1/4" Cr. Rock in Stockpile	5,734.02	Cu.Yd.	3.40	4.07	23,361.50	19,495.67
1/4"-#10 Cr. Rock in Stockpile	3,642.63	Cu.Yd.	3.40	4.07	14,840.78	12,384.94
1/4"-0 Cr. Rock in Stockpile	3,000	Cu.Yd.	3.40	4.07	12,222.58	10,200.00
Screen Rejects	1,520	Cu.Yd.	0.25	0.25	380.00	380.00
*Force Account (Part Flagging)					758.30	769.28
					$162,583.56	$157,180.34

* Work done by Newport Construction Co., and J.C. Compton
** Work done by J.C. Compton

	Gross Revenue	Total Cost	Profit	Loss	% Profit	% Loss
Newport Constr.	92,793.01	107,320.06		14,527.05		15.6%
J.C. Compton	64,387.33	55,263.50	9,123.83		14.2%	
	$157,180.34	$162,583.56		$ 5,403.22		3.4%

RECEIVED
AUG 5 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

CRUSHING BREAKDOWN - Contract No. 5260

Newport Construction Co.

	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	27, 381.86	Cu.Yd.	20, 896.70	0.7631
Strip Pit	27, 381.86	Cu.Yd.	2, 321.35	0.0848
Haul Road	27, 381.86	Cu.Yd.	2, 449.66	0.0894
Drill and Shoot	27, 381.86	Cu.Yd.	14, 064.05	0.5136
Load and Haul to Crusher	27, 381.86	Cu.Yd.	20, 542.62	0.7502
Crushing	27, 381.86	Cu.Yd.	38, 381.48	1.4017
Haul to Stockpile	17, 166.86	Cu.Yd.	6, 917.88	0.4029
Stockpile	17, 166.86	Cu.Yd.	796.38	0.0464
Clear & Level Stockpile Sites	17, 166.86	Cu.Yd.	375.26	0.0218

Cost per cubic yard in bunker	$ 3.6029
Cost per cubic yard in stockpile	$ 4.0880

DETAIL OF COST - Contract No. 5260

Newport Construction Company

Labor:		
Labor	$ 37,252.37	
Labor Insurance	3,744.41	
Health and Welfare	1,087.63	
		$ 42,084.41
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	$ 41,906.64	
Equipment Rental, Hired	1,049.29	
Gas, Oil, and Grease	5,833.13	
Explosives	3,505.04	
Move In Freight and Cartage	9,838.96	
Bond and Insurance	604.06	
Small Tools and Misc. Supplies	838.13	
Home Office and General Overhead	1,660.40	
		65,235.65
TOTAL COSTS		$ 107,320.06

DETAIL OF COST - Contract No. 5260

J. C. Compton

Labor:			
Supervision		$ 1,083.16	
Labor		10,122.12	
Labor Insurance		894.79	
Health and Welfare		274.00	
Pension and Travel Allowance		251.55	$ 12,625.62
Materials:			
120-150 Asphalt	617.6 Tons @ $25.00	15,440.00	
RS-1 Asphalt	190.02 Tons @ $26.80	5,092.54	
Freight on Asphalt		8,662.80	29,195.34
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		8,889.20	
Equipment Rental, Hired		280.20	
Gas, Oil, and Grease		3,041.50	
P.U.C.		291.98	
Bond		382.96	
Small Tools & Misc. Supplies		169.50	
Home Office and General Overhead		387.20	13,442.54
	TOTAL COST		$ 55,263.50

Remarks - Contract No. 5260

This was a "Federal Aid Primary Project" calling for the construction of 10.12 miles of Type 0-11 oil mat wearing surface, 10.12 miles of stone shoulders, and furnishing approxima tely 17,000 cubic yards of crushed material in stockpile on the Willamette Junction - Diamond Lake Junction Section of The Dalles-California Highway in Klamath County. The project was bid July 10, 1958 and awarded July 31, 1958. Work started August 19, 1958 and was completed July 9, 1959.

The contractor moved a D8 caterpillar and dozer and drilling equipment into the quarry, designated by the State located approximately 1.5 miles east of the highway at mile point 205.36 on The Dalles-California Highway, and started stripping and test drilling for depth in the floor of the existing quarry and adjacent areas. Not finding enough material to complete the project, the contractor moved to another location approximately 0.8 mile to the north, a site which had been considered before by the State as a quarry. This quarry proved satisfactory to the contractor and the State and was then used as the source of material.

The contractor started moving in his semi-portable crushing plant the first week of September and started setting it up in the designated quarry site and building a haul road from the new quarry. Crushing got under way October 9th, working one shift until October 13th when two shifts were started. J.C. Compton having the sub-contract to do the oiling, moved in five 10-yard trucks and hauled the oiling aggregates from the crusher to stockpile sites convenient to the locations to be oiled. The contractor shows a loss on the crushing due to the high cost of setting up, long haul from quarry to crusher, and extra drilling used for testing for materials. Crushing was completed November 10, 1958 but the sub-contractor worked until December 10th to complete the hauling of the oiling and shoulder aggregates.

The sub-contractor moved back in May 25, 1959 and started oiling on Unit "A" and working through to Units "B" and "C", completing the oiling of all units June 9, 1959.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

FORM E-30 5OM 11-58 (8800)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1959

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

SUBJECT: Willamette Jct.-Diamond Lake Jct. Section
The Dalles-California Highway
Contract No. 5260

In response to Mr. Polk's letter of July 13th regarding the corrective work on the Willamette Highway Junction-Diamond Lake Junction Section of The Dalles-California Highway, I made an inspection on July 15th.

In the fourth paragraph of Mr. Polk's letter he states: ".....primarily because the major amount of the oiling was done while the atmospheric temperature was near the minimum allowed in the specifications. With the advent of warmer weather this caused the full depth of the mat to cure at once, resulting in an oily slock surface to which the broomed-on shoulder material has adhered." My analysis was somewhat different and to the effect that a great deal of patching had been done on this section which resulted in varied amounts of penetration of the oil into the patches and no penetration into the unpatched surface. This results in a very spotty-looking pavement. It will be necessary that the fat spots be burned off. We are of the opinion that this type of treatment should not again be resorted to.

The pertinent items in the corrective contract for the oiling work totaled $97,663. It is estimated that $35,000 worth of paving patching was done by State crews, making the total corrective cost approximately $133,000. It is believed that an asphalt pavement half-sole could have been placed for $105,000. This is based on a uniform thickness of 1½ inches laid in a manner to cover the high points. One inch would have provided the necessary patching, smoothing, and repair, all in one operation.

1 Concar
WCW.

Tom Edwards
Construction Engineer

TE:jw

Attach.

NOTED
W. C. WILLIAMS

NOTED
P. M. STEPHENSON

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4

408 State Highway Building
Salem, Oregon

July 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Re: Projects DF-126(5) and DF-320(7)
Willamette Highway Junction and
Willamette Junction-Diamond Lake
Junction Section, Dalles-California
Highway

Dear Sir:

Final inspection of the above projects was made by a representative of this office on June 25, 1959 and the work accepted with some reluctance.

As you know, these projects involved oiling with an Oregon type O-11, 1-1/4" oil mat over a two year old asphaltic concrete pavement which had failed.

From the appearance and riding qualities of the now completed projects it appears that the desired result has been obtained only to a small degree and any further attempt to correct pavement failure in this manner should be carefully reviewed.

The appearance leaves something to be desired, primarily because the major amount of the oiling was done while the atmospheric temperature was near the minimum allowed in the specifications. With the advent of warmer weather this caused the full depth of the mat to cure at once, resulting in an oily, slick surface to which the broomed-on shoulder material has adhered.

More serious than the above is the rough riding quality, apparently caused by the conformity of the thin oil mat to the original pavement profile, and presenting little, if any improvement over the originally deteriorated surface.

NOTED
FORREST COOPER

No criticism is intended of the quality of workmanship or material involved in the construction of the project, rather it is seriously questioned if further such stop gap improvements should be attempted in the face of evidence which indicates failure deeper than that of the pavement surface.

It is recommended that further study and investigation be made of these two projects as well as portions of adjacent Project BF-320(4) with a view to taking corrective measures that will improve the condition of the surface.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED

RECEIVED
JUL 22 1959
FOR FILING

July 21, 1959

Seaboard Surety Company
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

State Highway contract #5260 for oiling the Willamette Jct.-Diamond Lake Jct. Section of The Dalles-California Highway in Klamath County was completed by the contractor, Newport Construction Company, on June 9, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $4,731.92 will be released to the contractor on or after July 31, 1959. The total contract amount is $157,180.34, of which amount $769.28 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Seaboard Surety Company
75 Maiden Lane
New York 38
N. Y.

RECEIVED
JUN 29 1959
FOR FILING

12.(5)
(F 3.07)

June 25, 1959

Seaboard Surety Company
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Newport Construction Company on contract #5260, covering oiling the Willamette Jct.-Diamond Lake Jct. Section of The Dalles-California Highway in Klamath County.

This payment, in the amount of $58,250.10 will be released to contractor on or after July 6, 1959. The retained percentage is $4,714.90.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

da

cc: Seaboard Surety Company
75 Maiden Lane
New York 38
N. Y.

RECEIVED
JUN 17 1959
FOR FILING

I-F 101 (5)
DF 320(7)
[illegible]

June 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 9, 1959, on Contract No. 5260, Willamette Jct.-Diamond Lake Jct. Section, in Klamath County, in connection with Federal Aid Project No. DF-126(5),DF-320(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:br

cc: Clarence G. Swenson

Form E-1—(Rev.)—10M—2-59

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 13, 1959

Section Willamette Jct.—Diamond Lake Jct. Kind of work Oiling

Highway The Dalles-Cal. County Klamath Section prefix 18-1081

Contractor Newport Construction Co. Contract number 5260

Date of contract July 31, 1958 Specified work days 35

Date work started Aug. 19, 1958 Work days used 18

Project authorization $ 182,907.00 Per cent of time elapsed 51.42 %

Exclusive of engineering $ 169,900.28

Estimated cost of completed project, exclusive of engineering $ 158,000.00

Estimated per cent overrun or underrun 7.0 %

Per cent of contract completed, based on estimated cost 100.0 %

Engineering authorization $ 13,000.00 13,006.72

Engineering cost to date $ 13,000.00, 99.95 % Date project was completed June 9, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
None	None	None	None	Shoulders 100%	100%	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Maintenance work on this project continued until Tuesday morning.

All of the contractor's equipment was removed and cleanup completed as of June 9th. We have completed the final estimate except for the receipt and checking of the contractors bill for the flagging (EWO #2). We will submit this semi-final estimate to the Bend Division Office on Monday.

Short recap of work.

Moving in equipment, drilling, plant setup etc started August 26–1958 (working part time due to strike) completed October 13 1958. Crushing work Oct 14 1958 to Nov. 17 1958. Oiling operations started May 25 1959 and completed June 9/59.

Final report.

CONSTRUCTION DIVISION
RECEIVED
JUN 15 1959

NOTED.. CE ACE ACE COE

Signed A.A. Fossen Res. Engr

Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		10.12	10.12	10.12	
Miles partially completed					
Miles completed		10.12	10.12		
Total estimated quantities (contract)		1,800	16,900	~~840 T~~ ~~9,160~~ C.Y.	807 T 8,425 T C.Y.
Total quantities corrected to date		1,790	17,382		807 T 8,425 C.Y.
Estimated quantities moved or placed to date		1,790	17,382		
Average daily quantities		488 (4 days) Crushing 23 days	755	73 765 (11 days)	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				20 (for one day)	
Men				18	
Supervision				2	
Men and trucks under 3 tons				1	
Men and trucks over 3 tons				11	
Men and tractors					

Equipment used during week: Shovels 1 loader, Power graders 2, Rollers 3, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., . . 1 Broom, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Lt. Overcast & Madrate		
Monday	" "	"	
Tuesday	" "	"	
Wednesday	Clear & Warm		
Thursday	" "		
Friday	" "		
Saturday	" "		

RECEIVED
JUN - 2 1959
FOR FILING

June 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the State's share of flagging costs on the Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County, Contract No. 5260, in connection with Federal Aid Project No. DF-126(5), DF-320(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

Oregon State Highway Department

Federal Aid
Project No. DF-320(7)

5260

WILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION

OF THE DALLES CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 12, 1958

Type Code 5231
Roadway (Sta. 441+00 to Sta. 652+50)(Sta. 1027+00 to Sta. 1210+00)
(Contract No. 5260)

3/4" - 0 Material in Shoulders	1,410 cu. yds.	$ 5.00	$ 7,050.00
Sprinkling	30 M-gals	3.00	90.00
Preparation of Base	7.42 miles	100.00	742.00
Furnishing and Placing Aggregates	6,760 cu. yds.	6.00	40,560.00
120-150 Asphalt	474 tons	45.50	21,567.00
RS-1 Asphalt	150 tons	47.00	7,050.00
			$77,059.00
Flagging (57½ of Contractor's Cost	All Required		1,200.00
		Subtotal	$78,259.00
		10% Engr. & Cont.	7,825.90
		Total	$86,084.90

Length of Roadway	7.411 Miles
Length of 1 Structure	0.061 Mile (Exception)
Total length	7.472 Miles
Cost of Roadway per Mile	$11,615.83

Federal "DF" Funds	$64,200.00
Federal "L" Funds	13,500.00
State Funds	8,384.90
	$86,084.90

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. DF-320(7)

MILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION OF

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 24, 1958

Type Code 5231
Roadway (Sta. 441+00 to Sta. 652+50)
(Sta. 1027+00 to Sta. 1210+00)

3/4" - 0 Material in Shoulders	1,410 cu. yds.	$ 4.50	$ 6,345.00
Sprinkling	30 M-gals.	5.00	150.00
Preparation of Base	7.42 miles	100.00	742.00
Furnishing and Placing Aggregates	6,760 cu. yds.	5.50	37,180.00
120-150 Asphalt	474 tons	52.00	24,648.00
RS-1 Asphalt	150 tons	55.00	8,250.00
			$77,315.00
Flagging (5 7/8% of Contractor's Cost)	All Required		1,200.00
		Subtotal	$78,515.00
		10% Engr. & Cont.	7,851.50
		Total	$86,366.50

Length of Roadway	7.411 Miles
Length of 1 Structure	0.061 mile (Exception)
Total Length	7.472 Miles
Cost of Roadway Per Mile	$11,653.82

Federal "DF" Funds	$64,000.00
Federal "IF" Funds	14,000.00
State Funds	8,366.50
	$86,366.50

Oregon State Highway Department

Federal Aid
Project No. DF-126(5)

WILLAMETTE JUNCTION-DALLES JAIL JUNCTION SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 5, 1950

Zone Code 5231
Roadway (Sta. 215+00 to Sta. 310+00)
(Contract No. 5260)

3/4" - 0 Material in Boulders	390 cu. yds.	$ 5.00	$ 1,950.00
Sprinkling	14 M-gals.	3.00	42.00
Preparation of Base	2.70 miles	100.00	270.00
Furnishing and Placing Aggregates	2,400 cu. yds.	6.00	14,400.00
120-150 Asphalt	166 tons	45.50	7,553.00
RS-1 Asphalt	50 tons	47.00	2,350.00
			$26,565.00
Flagging (57½% of Contractor's Cost)	All Required		300.00
	Subtotal		$26,865.00
	10% Engr. & Cont.		2,686.50
	Total		$29,551.50

Length of Roadway	1.799 miles
Length of 1 Structure	0.000 miles
Total Length	1.799 miles
Cost of Roadway Per Mile	$ 16,426.63

Federal "F" Funds	$22,000.00
Federal "U" Funds	4,600.00
State Funds	2,951.50
	$29,551.50

State Funds for Const: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

Funds for Maint.: Chapter 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. DF-126(5)

WILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION OF THE

DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon June 24, 1958

Type Code 5231
Roadway (Sta. 215+00 to Sta. 310+00)

3/4" - 0 Material in Shoulders	390 cu. yds.	$4.50	$1,755.00
Sprinkling	14 M-gals.	5.00	70.00
Preparation of Base	2.70 miles	100.00	270.00
Furnishing and Placing Aggregates	2,400 cu. yds.	5.50	13,200.00
120-150 Asphalt	166 tons	52.00	8,632.00
RS-1 Asphalt	50 tons	55.00	2,750.00
			$26,677.00
Flagging (57½% of Contractor's Cost)	All Required		300.00
	Subtotal		$26,977.00
	10% Engr. & Cont.		2,697.70
	Total		$29,674.70

Length of Roadway	1.799 miles
Length of 1 Structure	0.000 mile
Length, Total	1.799 miles
Cost of Roadway Per Mile	$16,495.10

Federal "DF" Funds	$22,000.00
Federal "LF" Funds	5,000.00
State Funds	2,674.70
	$29,674.70

Oregon State Highway Department

Federal Aid
Project No. DF-126(5)

MILLAMETTE JUNCTION-DIAMOND LAKE JUNCTION SECTION OF THE

DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 24, 1958

Type Code 5231
Roadway (Sta. 215+00 to Sta. 310+00)

3/4" - 0 Material in Shoulders	390 cu. yds.	$ 4.50	$ 1,755.00
Sprinkling	14 M-gals.	5.00	70.00
Preparation of Base	2.70 miles	100.00	270.00
Furnishing and Placing Aggregates	2,400 cu. yds.	5.50	13,200.00
120-150 Asphalt	166 tons	52.00	8,632.00
RS-1 Asphalt	50 tons	55.00	2,750.00
			$26,677.00
Flagging (57½% of Contractor's Cost)	All Required		300.00
		Subtotal	$26,977.00
		10% Engr. & Cont.	2,697.70
		Total	$29,674.70

Length of Roadway	1.799 miles
Length of 1 Structure	0.000 miles
Total Length	1.799 miles
Cost of Roadway Per Mile	$16,495.10

Federal "DF" Funds	$22,000.00
Federal "LF" Funds	5,000.00
State Funds	2,586.70
	$29,586.70

FORM E-123 SM 4-58

RECEIVED
SEP 5 - 1958
FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. G. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Sept. 4, 1958

Newport Construction Co.
7031 N. E. Halsey St.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5260, awarded July 31, 1958, for oiling on the Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
FOR FILES

August 25, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 19, 1958, on Contract No. 5260, Willamette Junction-Diamond Lake Junction Section, in Klamath County, in connection with Federal Aid Project Nos. DF-126(5) and DF-320(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:maj

RECEIVED
AUG 8
FOR FILING
DF-126(E)
DF-300(7)
5360

August 1, 1958

Newport Construction Company
7031 N. E. Halsey Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 awarded to you State Highway Contract No. 5260 for oiling and furnishing crushed rock in stockpile on the Willamette Junction-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County.

This award was based on your bid of $161,084 which was the low bid submitted to the Commission on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

lle

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

IDAHO
MONTANA
OREGON
WASHINGTON
RECEIVED
FED FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-0

July 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5260 for combined Oregon Projects DF-126(5) and DF-320(7), Willamette Jct.-Diamond Lake Jct. of The Dalles-California Highway, to Newport Construction Co. of Portland, Oregon, low bidder in the amount of $161,084.00 at the July 10, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
AUG 4 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL - 1958
FOR FILING
DF-126 (5)
OREGON DISTRICT
DF-320(7)
5260
08-35.4

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project DF-126(5), Willamette Junction - Diamond Lake Junction Section of The Dalles - California Highway. This is to authorize your advertising for bids.

Since this project is to be financed with 1958 Highway Act, Section 2(a) "D" funds and Section 2(c) "L" funds, it will be necessary for you to make award of contract prior to December 1, 1958 and execute the project agreement prior to January 1, 1959.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
JUN 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL - 1958
FOR FILING
DF-126(5)
OREGON DISTRICT
DF-320(7)
5260 08-35.4

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

498 STATE HIGHWAY BLDG.
SALEM, OREGON

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project DF-320(7), Willamette Junction - Diamond Lake Junction Section of The Dalles - California Highway. This is to authorize your advertising for bids.

Since this project is to be financed with 1958 Highway Act, Section 2(a) "D" funds and Section 2(c) "L" funds, it will be necessary for you to make award of contract prior to December 1, 1958 and execute the project agreement prior to January 1, 1959.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

RECEIVED
JUN 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-4(16)215 Calapooya River Br. south of Albany 1958

#5261

RECEIVED
MAR 23 1959
FOR FILING

T-5-H-No. 15

3241

Mar. 20, 1959

CERTIFIED MAIL

Seaboard Surety Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

State Highway Contract No. 5261, for Calapooya River Bridge on the Saddle Buttes-Twin Buttes Section of the Pacific Highway in Linn County was completed by the contractor, Hamilton and Thomas, Inc., on Feb. 3, 1959, and was formally accepted by the Highway Commission on Mar. 5, 1959.

Final payment in the amount of $5,065.70 will be released to the contractor on or after Mar. 30, 1959. The total contract amount is $23,122.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ew

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

RECEIVED
AUG 27 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESEMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 26, 1958

Hamilton and Thome, Inc.
Box 726
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5261, awarded July 31, 1958, for Calapooya River Bridge on the Saddle Butte-Twin Buttes Section of the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
1958
FOR FILING

August 1, 1958

Hamilton & Thorns, Inc.
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 awarded to you State Highway Contract No. 5261 for the Calapooya River Bridge on Linn West Road near Pacific Highway in Linn County.

This award was based on your bid of $23,276 which was the low bid submitted to the Commission on on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED

When replying, refer to
08-35.4-0

July 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5261 for Oregon Project I-5-4(16)215, Calapooya River Bridge (Linn West Road) on the Lebanon Road-Twin Buttes Sec. of the Pacific Highway, to Hamilton & Thoms, Inc. of Eugene, Oregon, low bidder in the amount of $23,276.00 at the July 10, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED

Original to
Bridge Dept.

RECEIVED
FOR FILING

I-5-4(16)215

08-35.6

5261

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project I-5-4(16)215, structure, Calapooya River Bridge. This approval is given subject to your making any corrections or revisions which may be found necessary following a complete review of the design details.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
C. S. PAXSON

Original to
Bridge Dept.

I-5-4(12)233 S. Santiam Interchange 1958
U'Xing
#5262

RECEIVED
SEP - 1 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 4, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5282	10 F.	S & D Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21839	XXXX38506	$5,502.20	9/3/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **160 workdays from 10-1-58**

Time Extensions: **None of record**

Completion Date: **July 10, 1959**

Date Accepted: **August 13, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **September 4, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C. A. Head
~~Floyd Query~~
Asst. Secretary

Warrant Mailed: SEP - 8 1959

NOTED ON CARD
fc

RECEIVED
AUG 25 1959
FOR FILING

August 25, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Building
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 5262, for work performed on the South Santiam Interchange Section of the Pacific Highway in Linn County, was completed by the contractor, S & D Construction Company, on July 10, 1959 and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $5,502.90 will be released to the contractor on or after September 4, 1959. The total contract amount is $174,150.82 and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

NOTED ON CARD
8/25/59
jmc

RECEIVED
AUG 17 1959
FOR FILING

I-5-4(12)233
5362

Salem, Oregon
August 17, 1959

Mr. Ivan D. Merchant

North Albany and South
Santiam Interchange
structures, Contract 5262

I am attaching hereto a letter to the Bureau rejecting cooperation on a price agreement at the South Santiam Interchange.

I see no reason why we can not get prior approval. In any real emergency this can be done by telephone.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

RECEIVED
JUL 24 1959
FOR FILING

July 21, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to S & D Construction Company on contract #5262 for undercrossing construction of the South Santiam Interchange on Pacific Highway in Linn County.

This payment, in the amount of $11,374.66 will be released to contractor on or after July 31, 1959. The retained percentage is $5,215.92.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FORM S-123 SH 1-58

RECEIVED
SEP 25 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5262

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Sept. 25, 1958

S & D Construction Company
4930 S. E. Roadway
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5262, awarded July 31, 1958,
for Undercrossing of South Santiam Highway
on the South Santiam Interchange Section
of the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
FOR FILING

August 1, 1958

5262

S & D Construction Company
4930 S. E. Roedway
Portland, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 5262 for South Santiam Interchange Undercrossing over the Pacific Highway in Linn County.

This award was based on your bid of $176,461.00 which was the low bid submitted to the Commission on July 10, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
FOR PUBLIC

When replying, refer to
08-35.4-0

July 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5262 for Oregon Project I-5-4(12)233, South Santiam Interchange Undercrossing Structures on the Pacific Highway, to S. & D. Construction Co. of Portland, Oregon, low bidder in the amount of $176,461.00 at the July 10, 1958 bid opening.

Very truly yours,

C. O. Polk
Division Engineer

Original to
Bridge Engr.

224-1039	"D" St.-Center St. Sec. on Rose Ave., east of Salem	1958
#5263	(Grad. & Oiling)	

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 22, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5463			
5263 (VOUCHER NO.)	4 post final (WARRANT NO.)	M. J. Brassfield Co. (AMOUNT)	(DATE)
812	H 233712	$ 20.00	1/21/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion date: 30 workdays from Aug. 11, 1958

Time Extensions: None

Completion Date: Sept. 23, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. V. Head.
Ass't Secretary

Warrant Mailed:

JC

NOTED ON CARD

File

RECEIVED
FOR FILING
NOV 24 1958

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 20, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
52 63 ~~6263~~	3 Final	M. J. Brassfield C o.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26730	H228671	$ 500.00	11-20-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **30 workdays from Aug. 11, 1958**

Time Extensions: **None**

Completion Date: **Sept. 23, 1958**

Date Accepted: **Oct. 23, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Nov. 21, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Emery
~~H. B. Glaisyer~~
Secretary

Warrant Mailed:

NOV 24 1958
bc

NOTED ON CARD
.cm

FORM E-123X 12,500 4-58

RECEIVED
COMMISSIONERS NOV 24 1958
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CRESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
M. B. GLAISYER, SECRETARY
SALEM

224-7039

5263

Willamette River 5249

A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 18, 1958

NOTED
W. C. WILLIAMS

Suburban East Salem Water District
3995 State Street
Salem, Oregon

Gentlemen:

In response to your telephone call of this date, I wish to advise that the M. J. Brassfield Company used 93,000 gallons of water on the Rose Avenue project in Salem. This project is completed.

Mr. C. R. O'Neil of Creswell, the contractor on the North Santiam Highway project, has used 551,420 gallons to date. This project is not completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

RECEIVED
NOV 6 - 1958
FOR FILING

Nov. 5, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5263, for grading and oiling on the "D" Street-Center Street Section of Rose Avenue in Marion County was completed by the contractor, M. J. Brassfield Company, on Sept. 23, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $500.00 will be released to the contractor on or after November 15, 1958. The total contract amount is $12,512.55, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
OCT 14 1958
FOR FILING

Oct. 14, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to M. J. Brassfield Company in connection with Contract No. 5263, for grading and oiling on "D" Street-Center Street Section of Rose Avenue in Marion County.

This payment, in the amount of $2,652.80, will be released to the contractor on or after October 24, 1958. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

Form E-1—10M—12-56

224-1039

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 27, 19 58

Section "D" Street - Center St.

Highway ROSE AVE. County Marion

Contractor M. J. Brassfield

Date of contract July 31, 19 58

Date work started Aug. 26, 19 58

Project authorization . . . . . $ 14,355.00
Exclusive of engineering . . . . $ 13,334.20

Engineering authorization . . . . $ 1020.80

Engineering cost to date $ 750.00, 73.5 %

Kind of work Grading and Oiling

Section prefix 224-1039

Contract number 5263

Specified work days 30 begin Aug. 11

Work days used 19

Per cent of time elapsed 63.3 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 13,334.20

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Date project was completed Sept. 23, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor oiled this project on Monday, Sept. 22 and placed key rock on the shoulder areas on Tuesday, Sept. 23. All work required by the contract was completed by Tuesday P.M. The completed project turned out quite satisfactory.

SEP 29 1958
CONSTRUCTION DIVISION
RECEIVED
SEP 30 1958
NOTED CE ACE ACE COE

Signed Everett E. Smith

Address Salem Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.25	0.25		0.25	
Miles partially completed	"	"		"	
Miles completed	"	"		"	
Total estimated quantities (contract)	All	2560 c.y.		14 tons	
Total quantities corrected to date	"	2438 c.y.		14.82 tons	
Estimated quantities moved or placed to date	100%	100%		100%	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				7	
Men				2	
Supervision				1	
Men and trucks under 3 tons					
Men and trucks over 3 tons				4	
Men and tractors					

Equipment used during week: Shovels ....., Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ..... Distributer 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rainy		
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Clear		
Saturday	"		

FORM E-123 5M 6-58

RECEIVED
AUG 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5263

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 20, 1958

M. J. Brassfield Co.
975 Imperial Drive
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5263, awarded July 31, 1958, for grading and oiling on the "D" Street-Center Street Section of Rose Avenue in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 1 1958
FOR FILING

August 1, 1958

M. J. Brassfield Company
975 Imperial Drive
Salem, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 5263 for grading and oiling on D Street-Center Street Section on Rose Avenue, Salem, in Marion County.

This award was based onyyour bid of $12,660.00 which was the low bid submitted to the Commission on July 10, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
JUN 5 1958
FOR FILING

224-1037

5263

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1958

SUBJECT: Rose Avenue
Salem

To: Mr. Tom Edwards
Construction Engineer
D e p a r t m e n t

We recently received a copy of a letter from Mr. Cooper to Mr. Probert regarding the early scheduling for contract of the subject project. Since receipt of this letter, we received a letter from John L. Geren, Manager of the Salem Water Department (see attached copy), regarding the installation of a large water main through this project.

Mr. Anderson, County Engineer, was contacted regarding this and he recommended that the subject project be not scheduled until such a time as the water main would be installed. He stated he would contact the City to see if he could get them to complete the installation of this pipe at an earlier date, so the subject project could be contracted and completed this fall. He will advise us as soon as possible regarding this.

This office recommends that this project be delayed until the problem with the installation of the water pipe is resolved.

Pipe question
7/2/58

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. Clarence Swenson

NOTED
FORREST COOPER

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

April 30, 1958

RECEIVED
MAY -. 1958
DIVISION ENGINEER

Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

Dear Mr. Walker:

It is our understanding that it is proposed to grade and pave Rose Avenue (or Hawthorne Avenue) from Center Street to "D" Street during the coming summer.

The City of Salem has under construction a 54 and 48 inch supply line from Stayton to Salem which will pass through this right-of-way. Permit for this construction was issued by Marion County on March 26, 1957. Contract completion date for this construction is July 1, 1959. However, it is beleived that the work will be completed in the latter part of this summer.

The depth and width of trench and heavy equipment required for handling this large size pipe will seriously damage any improvement that might be made before the pipe is laid, and the public will criticize all parties concerned for lack of planning in allowing a new street to be torn up to lay a water line immediately afterward.

In view of these considerations, it is requested that the street improvement project on Rose Avenue be deferred until the pipe line project is completed.

A sketch of the proposed location of the pipe line is enclosed for your information.

Very truly yours,

City Water Department

NOTED
R. P. HAMILTON

J. M. Gerin.
Manager

JLG:eh
1 enc.

RECEIVED
APR 30 1958
FOR FILING

Salem, Oregon
April 29, 1958

Rose Avenue
Salem

Mr. S. H. Probert
Office Engineer
Department

We have for some time had under consideration a project known as the Rose Avenue improvement in the easterly environs of Salem. On April 8, 1958 a letter was directed to the County Court of Marion County by Mr. Glaisyer stating that the project would be constructed when the right of way was cleared. Also, Mr. Williams had a conversation with Mr. E. J. Montandon, who was the owner of the house that was encroaching upon the right of way.

We now have a letter from Mr. Montandon stating that the house has been removed and that the right of way is clear; therefore, will you please proceed with the necessary details for awarding the contract for the construction of the street.

I am, by a copy of this letter, asking Mr. Walker to make an inspection to see that all encroachments have been removed so that the work may proceed. Unless you hear from him to the contrary, please go ahead as outlined above.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Clarence Swenson
Mr. J. D. Walker

NOTED
FOREST COOPER

Salem Oregon
4-28-58

Mr. R. S. Williams
State Highway Engineer
Dear Sir.

Your letter of Sept 10-57 wich was sent to Marion Co Comissioners. wich then was a copy sent to me in regard of Rose Ave or Hawthorne Ave. between Center & D. st providing my house was removed from the right of way that the Stat would carry out its agreement of Construction this section. wich I have caried out. the house is being moved now & by the end of this week will be of & right of way clear for your access to go ahead soon as convenient if there is any extra ground to spare to fill would appriciate your favor. Thanking you

Yours Truly
E. L. Mortandon

P.S. would be glad to here some one contact me as to some extra ground to fill

RECEIVED
APR 9 1958
FOR FILING

2/27/58
4

April 8, 1958

County Court of Marion County
Courthouse
Salem, Oregon

Attention: Hon. Rex Hartley
County Judge

Dear Judge Hartley:

On September 27, 1957 you wrote Mr. W. C. Williams, State Highway Engineer, concerning the improvement of Rose Avenue on the westerly side of the Salem By-pass between "D" Street and Center Street and you referred to a previous agreement with the State Highway Commission in which the Highway Commission agreed to construct such improvement. You expressed the desire of Marion County that this improvement be completed.

This matter was brought to the attention of the State Highway Commission at a recent meeting and details were explained by the State Highway Engineer who recommended that the construction of the project go forward as soon as right of way matters have been clarified. I am pleased to inform you that the Commission adopted his recommendation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jm

RECEIVED
JAN 27 1958
FOR FILING

224-1059
5263

January 24, 1958

Oregon State Highway Commission

Gentlemen:

On the first day of February, 1952, an agreement was entered into between the Highway Commission and Marion County with respect to changes in the county road system occasioned by the construction of the Salem Bypass. Among other things to be done by the State and listed under Subsection 4, the State agreed to construct that portion of Hope Avenue from "D" Street southerly to Center Street. Due to certain encroachments on the right of way, the improvement was not made at the time of initial construction.

The encroachments have now been cleared and Marion County, by letter, has requested that we fulfill our obligation, and a study of the record indicates that the obligation still stands. It is, therefore, my recommendation to you that we proceed with the construction of this project, which is 0.25 mile in length and is estimated to cost $13,000. As the street would be part of a rearrangement made necessary by the construction of the Salem Bypass, an interstate project, it is my recommendation that we request interstate federal-aid for the construction, but, if such is denied, your approval is requested to complete the improvement as a state project.

This matter will be on the agenda for your consideration at the meeting February 27-28.

Very truly yours,

R. G. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

FC:me fn

RECEIVED
OCT 9 1957
FOR FILING
224-1039

Salem, Oregon
October 7, 1957

Cost estimate, etc.
Rose Avenue, D to Center
Salem

Mr. Tom Edwards
Construction Engineer
Department

Please prepare a cost estimate, plans, and specifications for a street improvement project on Rose Avenue from D Street to Center Street, Salem. The project is to be constructed to minimum county standards, using a O-9 oil mat, staying within the existing right of way, which appeared to be partly 50 feet in width and partly 55 feet. The project has been estimated to cost $10,000 and will have to be contracted.

Please discuss the matter with me.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams

JUDGE REX HARTLEY
COMMISSIONER ROY J. RICE
COMMISSIONER E. L. ROGERS

PHONE 4-4401

MARION COUNTY COURT

COURTHOUSE
SALEM, OREGON

224-1021
5263

September 27, 1957

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

This will acknowledge receipt of your letter of September 10, 1957, with reference to the construction of Rose Avenue on the westerly side of the By-Pass between "D" and Center Streets.

It was our understanding that the Oregon State Highway Department would construct Rose Avenue in accordance with the agreement executed by Marion County and the State Highway Department and that upon the completion of the construction of this street, the County would declare the street a county road and assume jurisdiction thereof. Pursuant to the agreement the county was to exercise no active participation in the construction of the road until the same had been completed. No action will be taken by the county to declare any part of this construction a county road until the state has complied with the terms of the agreement. The right of way is in existence and it is considered a part of the state's obligation in construction of the road to clear any existing encroachments.

It is the desire of Marion County to cooperate completely with the State Highway Department in carrying out the provisions of paragraph 4, under "Things to be done by the State", in the above mentioned agreement; provided, however, that no additional cost or expense will be incurred by the County.

Very truly yours,

Roy Hartley

County Judge

RH:cw

RECEIVED
OCT 1 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 11 1957
FOR FILING
Court
Projects
Upper Salem

September 10, 1957

Honorable Marion County Court
Marion County Courthouse
Salem, Oregon

Gentlemen:

Reference is made to the agreement entered into by the Oregon State Highway Commission and the Marion County Court providing for the original construction of the Salem By-Pass and referring particularly to the agreement as it affects the construction of Rose Avenue on the westerly side of the By-Pass between "D" and Center Streets.

Due to the fact that an encroachment on the right of way of this dedicated street near the junction of Rose Avenue and Center Street existed in the form of residential buildings, this section was not built during construction of the By-Pass.

The Highway Department is prepared to carry out its agreement concerning the construction of Rose Avenue from "D" to Center providing the right of way is cleared as above noted.

Very truly yours,

W. C. Williams
State Highway Engineer

cc E. J. Montgomery
Tom Edwards
J. D. Hunker

JDW:lm

N

R/W

200

R/W

D STREET

BAGLEY ST

KNOX AVE.

R/W

50'

30'

25'

ROSE AVENUE

30'

25'

25'

℄ SALEM BY-PASS

I-210

CENTER STREET

R/W

I.P.

I.P.

R/W

I.P.

R/W

I.P.

Ho

G

Septic Tank

Ho

C.B.

45'

30'

25'

25'

SKETCH MAP
ROSE AVENUE

SALEM BY-PASS SECTION
PACIFIC HIGHWAY
Scale 1" = 100'

26-1014 Interstate Br. on Pacific Hwy.-Oregon Slough Sec. Illumination 1958

#5264

RECEIVED
DEC 12 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 20, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5264	3 F inal	Ace Elec tric C on any	XXXXXXX
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26709	H 228650	$4,768.90	11-29-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapuenke
ACCOUNTING DIVISION

Specified completion date: **60 workdays from Aug. 11, 1958**

Time Extensions: **None**

Completion Date: **Oct. 20, 1958**

Date Accepted: **Dec. 11, 1958**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Dec. 12, 1958**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Avery
~~H. B. Glaisyer~~
Secretary

Warrant Mailed: DEC 12 1958
GRM

NOTED ON CARD

RECEIVED
NOV 12 1958
FOR FILING

Nov. 7, 1958

CERTIFIED MAIL

American Automobile Insurance Company
Box 1531
Portland, Oregon

Gentlemen:

State Highway Contract No. 5264, for illumination installation on the Union-Denver-Swift Interchange (Portland) Section of the Pacific Highway in Multnomah County was completed by the contractor, Ace Electric Company, on Oct. 20, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $4,768.90 will be released to the contractor after acceptance by the Commission. The total contract amount is $14,326.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Schneer Insurance Agency
613 Cascade Bldg.
Portland, Oregon

NOTED ON CARD

FORM E 103 A 25M 8 58

RECEIVED
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 8, 1958

Mr. Robert H. Hulme
Ace Electric Company
5104 N.E. Oregon Street
Portland 13, Oregon

Dear Mr. Hulme:

You have recently submitted material lists showing equipment to be used on the illumination project on the Union-Denver-Swift Avenue Interchange, which is our Contract No. 5264. The material shown in this list will be satisfactory for use on this project with the following reservations:

A drawing is shown of the service panels and cabinets. These cabinets should be constructed of ten gauge steel and galvanized after fabrication. If this galvanizing is done and ten gauge steel is used in fabrication of panels, the service panel arrangement will be entirely satisfactory.

The remainder of the literature showing luminaires, ballasts and steel poles meet the requirements of our specifications.

You have requested that we return three copies for your office. In addition to these three copies we are also returning your three copies of the Application for Payment breakdown on material. This should be submitted to the Resident Engineer on the project.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer
F. B. Crandall
Traffic Engineer

NOTED
G. S. PAXSON

LEG:pk
Attachments
cc: Ivan Merchant

G. S. Paxson

RECEIVED
SEP 9 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-128 SM 4-58

RECEIVED
AUG 21 1958

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 20, 1958

Ace Electric Company
5104 N. E. Oregon St.
Portland 13, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5264, awarded July 31, 1958, for illumination installation on the Union-Denver-Swift Interchange (Portland) Section of the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

August 1, 1958

Ace Electric Company
P. O. Box 4981
Portland 13, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 5284 for illumination of the Interstate Bridge on Oregon Slough-Pacific Highway Section in Multnomah County.

This award was based on your bid of $13,826.00 which was the low bid submitted to the Commission on July 10, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

I-82-1(4)2 42nd Ave.-122nd Ave. & 1958
I-5-5(9)284 Willamette River Br. Secs.
#5265

STATE COPY

Monthly transaction number: 11-17	FHWA PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-31-69	County: Multnomah
Modification number: 1		Project number: I-80N-1(4)2

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 8, 19 58, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 124,202	$ 24,776
Federal funds	$ 113,857.00	$ 22,887.00
Other revisions		

This modification is made for the following reasons:

Project revised to exclude portion being transferred to Primary Highway System.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of October, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)

For: R. E. Simpson

US COMM-DC 26364-P65

Oregon State Highway Division

Federal-Aid
Project No. I-80N-1(4)2

102ND AVE.-122ND AVE. SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

Revised project agreement estimate. Revised to delete portion from Union Ave.-102nd Ave. which is now on the Primary System.

Salem, Oregon, September 19, 1969

Type Code Y007
Median Barrier (Sta. 353+00 to 407+35)(Contract 5265)

Galvanized Metal Median Barrier	5,435 lin.ft.	$4.10	$22,283.50
Flagging	All Required (20%)		424.50
Install Reflectors and Brackets	All Required (20%)		115.37
		Subtotal	$22,823.37
		Engr. & Cont.	1,952.17
		Total Cost	$24,775.54

Length of Project - - - - - 0.00 Mile

Federal Funds -	$22,887.00
State Funds -	1,888.54
	$24,775.54

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

42ND AVE.-122ND AVE. MEDIAN BARRIER

I-80N-1(4)2

Contract 5265

Bid Items	PRIMARY PORTION Sta. 138+43.5 to 353+00			INTERSTATE PORTION Sta. 353+00 to 407+35		
Galv. Metal Median Barr.	21,479 L.F. @ 4.10 =		$88,063.90	5,435 L.F. @ 4.10 =		$22,283.50
Extra for Posts on Structures	14 Ea.	1.00 =	14.00	-		-
Extra for Posts over Sewers	241 Ea.	1.00 =	241.00	-		-
Total Contract Bid Items			$88,318.90			$22,283.50
Percentage			79.85 Use 80%			20.15 Use 20%
Additional Items						
EWO 1 Flagging	2,122.48 x 80%	=	$ 1,697.98	2,122.48 x 20%	= $	424.50
EWO 2 Repair Sewer Line	186.60 x 100%	=	186.60	-		-
SFO 276 Install Reflectors and Brackets	576.84 x 80%	=	461.47	576.84 x 20%	=	115.37
Total Participating Constr. Cost			$90,664.95			$22,823.37
Construction Engrg.	9,760.87 x 80%	=	$ 7,808.70	9,760.87 x 20%	=	$ 1,952.17
Total Participating Cost			$98,473.65			$24,775.54

RECEIVED
SEP 9 1958
FOR FILING

5265

Monthly Transaction No. 9-74

Project Report No. I-82-1(4)6

For -2 (9-1- 57) U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Multnomah

Project No. I-82-1(4)2
Old I-23(22)

5265 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

42nd Avenue to Troutdale on U.S. 30

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction		
Other (Specify)	6-24-58	5.20

FUNDS

Estimated total cost of project	Federal funds
$ 123,911.00	$ 114,400.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

Date executed by Division Engineer September 8, 1958

USComm-DC 40257

September 4, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission, for the 42nd Avenue-122nd Avenue Section, Project No. I-82-1(4)2.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:maj

September 4, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission, for the 42nd Avenue-122nd Avenue Section, Project No. I-82-1(4)2.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

August 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the 42nd Avenue - 122nd Avenue Section, Project No. I-82-1(4)2. (new) I-80N-1(4)2.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:maj

Oregon State Highway Department

Federal Aid
Project No. I-82-1(4)2
(Now)I-[illegible]-1(4)2

42ND AVENUE-122ND AVENUE SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY.

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 20, 1958

Type Code 1007
Median Barrier (Sta. 138+43.5 to Sta. 407+35)(Contract No. 5265)

Galvanized Metal Median Barrier	27,000 lin.ft.	$ 4.10	$ 110,700.00
Extra For Posts on Structures	16 only	1.00	16.00
Extra For Posts Over Sewers	230 only	1.00	230.00
			$ 110,946.00
Flagging (57½% of Contractor's Cost)	All Required		1,700.00
	Subtotal		$ 112,646.00
	10% Engr. & Cont.		11,264.60
	Total		$ 123,910.60

Length of Project .....5.093 Miles

Federal Funds	$ 114,400.00
State Funds	9,510.60
	$ 123,910.60

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-82-1(4)2

42nd AVENUE-122nd AVENUE SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 20, 1958

Type Code X007
Median Barrier (Sta. 138+43.5 to Sta. 407+35)

Galvanized Metal Median Barrier	27,000	lin. ft.	$4.50	$121,500.00
Extra For Posts on Structures	16	only	7.00	112.00
Extra For Post Over Sewers	230	only	7.00	1,610.00
				$123,222.00
Flagging (57½% of Contractor's Cost)	All	Required		1,700.00
			Subtotal	$124,922.00
			10% Engr. & Cont.	12,492.20
			Total	$137,414.20

Length of Project 5.093 Miles

Federal Funds	$126,900.00
State Funds	10,514.20
	$137,414.20

RECEIVED
JAN 29 1959
FOR FILING

I.S. (C.)
I.C. & (C.) 101
(CONTRACT NO.) 5265

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 22, 1959

(VOUCHER NO.)	(EST. NO.) (WARRANT NO.)	(CONTRACTOR) (AMOUNT)	(DATE)
5265	5 final	Hannan Bros. Company	
606	H 233526	$3,988.72	1/21/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhaus
ACCOUNTING DIVISION

Specified completion date: 40 workdays from Aug. 11, 1958

Time Extensions: None

Completion Date: Oct. 25, 1958

Date Accepted: Dec. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. N. Head.
~~H. B. Glaisyer~~
Ass't Secretary

Warrant Mailed:

JAN 29 1959
gc

NOTED ON CARD

Mr. Williams

RECEIVED
JAN 22 1959
FOR FILING

NOTE:
W. C. WILLIAMS

January 17, 1959

FINAL COST ANALYSIS
MEDIAN BARRIER and GUARD RAIL

Mult. & Clackamas Counties
Contract # 5265

Contractor: Hannan Bros., Co.
Resident Engineer: James Don

Columbia River & Pacific Hwys.
Prefix 26-1015-201 (41)

I-82-1(42)
I-5-5(3)214
5265

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
42nd Avenue - 122nd Avenue Section:						
Galv. Metal Median Barrier	26,914	Lin. Ft.	3.77	4.10	101,542.44	110,347.40
Extra for Posts on Structure	14	Each	18.06	1.00	252.82	14.00
Extra for Posts over Sewer	241	Each	8.61	1.00	2,075.18	241.00
Willamette River Bridge Section:						
Galv. Metal Guard Rail	254	Lin. Ft.	2.52	2.22	639.34	563.88
Galv. Metal Median Barrier	4,026	Lin. Ft.	3.77	4.65	15,141.03	18,720.90
Extra for Posts on Structure	96	Lin. Ft.	45.35	1.00	4,364.86	96.00
PA#1 Purchase Galv. Struc. Median Posts	3	Each	15.00	15.00	45.00	45.00
PA#1 Purchase H. Beam Median Barrier Posts	7	Each	10.50	10.50	73.50	73.50
PA#1 Purchase Galv. 5/8"x17" Bolts	250	Each	.5680	.5680	142.00	142.00
PA#1 Added cost for 5/8"x20" Galv. Bonts	250	Each	.2231	.2231	55.78	55.78
PA#1 Added cost to Contr. for Labor & Equipment	100%	All	102.00	102.00	102.00	102.00
Force Account					2,494.38	2,681.00
Liquidated damages	1	Day	125.00	125.00	-125.00	-125.00
					126,793.33	132,957.46

Gross Revenue	132,957.46
Total Cost	126,793.33
Net Profit	$ 6,164.13

Net Profit equals 4.64% of Gross Revenue

JAN 21 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST

Labor:					
Supervision				$ 1,860.00	
Labor				15,161.62	
Labor Insurance				1,598.33	
Health and Welfare				284.60	$ 18,904.55
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental (Owned)				5,344.00	
Equipment Rental (Rented)				2,130.00	
Gas, Oil, and Grease				1,067.68	
Bond				490.65	
P.L. & P.D.				930.00	
Sand Blasting				363.00	
Small Tools				300.00	
Home Office and General Overhead				1,200.00	11,825.33
Materials:					
42nd Avenue - 122nd Avenue Section					
Galv. Median Barrier	26,914	Lin. Ft.	@ $2.22	59,749.08	
Posts on Structures	14	Each	@ $15.50	217.00	
Posts on Sewers	241	Each	@ $6.85	1,650.85	
Posts for Median Barrier	1,900	Each	@ $8.85	16,815.00	
Willamette River Bridge Section					
Galv. Metal Guard Rail	254	Lin. Ft.	@ $1.11	281.94	
Galv. Median Barrier	4,026	Lin. Ft.	@ $2.22	8,937.22	
Posts on Structure	96	Each	@ $40.50	3,888.00	
Concrete Posts	21	Each	@ $5.50	115.50	
Posts for Median Barrier	233	Each	@ $8.85	2,062.05	
Paint				1,914.67	
Concrete (Ready Mix)				532.14	96,163.45
			TOTAL		$ 126,793.33

Remarks:

This project is a "Federal Aid Interstate Highway Project" and was to be conducted in accordance with the federal regulations applying to that class of project, calling for the construction of 5.09 miles of galvanized metal median barrier on the Columbia River Highway in Multnomah County from 42nd Avenue - 122nd Avenue Section, and construction of 0.79 mile of galvanized metal median barrier on the Willamette River Bridge Section of the Pacific Highway in Clackamas County.

The contract was bid July 10, 1958. Work began August 20, 1958 and was completed October 27, 1958.

The delay in starting this project was due partially to the securing of supplies and the building of a self-propelled rotary drill. This drill proved to be a definite advantage as they drilled as many as 350 holes through 7" of Portland concrete with 4" of asphaltic concrete in a nine hour work day. Work progressed quite rapidly and would have been completed on time but rainy weather retarded the painting.

Equipment used on the project: 1/2-yard link belt self-propelled shovel with a jumbo drill, 600 C.F.M. compressor, dump truck, flatbed truck, two 105 compressors, air tools, impact hammer, pick-up, and miscellaneous small hand tools.

Progress was slow at the begining of the project but gained momentum, and with very efficient organization and good supervision a fair profit was realized.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
JAN 9 - 1959
FOR FILING

I-82-1(4)2
I 5265
50 F

Jan 7, 1959

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5265 for metal median barrier on the 42nd Ave.-122nd Ave. and Willamette River Bridge Section of the Columbia River and Pacific Highways in Multnomah and Clackamas Counties was completed by the contractor, Mannan Bros. Company, on Oct. 25, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $3,988.72 will be released to the contractor on or after Jan. 17, 1959. The total contract amount is $132,957.46, of which amount $2,681.00 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
DEC 4 1958
FOR FILING

I-82-1(4)2
I 5-5(9)-14
5265

A

Dec. 3, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hannan Bros. Company in connection with Contract No. 5265, for metal median barrier on the 42nd Ave.-122nd Ave. and Willamette River Bridge Sections of the Columbia River and Pacific Highways in Multnomah and Clackamas Counties.

This payment, in the amount of $571.30, will be released to the contractor on or after Dec. 13, 1958. The retained percentage is $3,988.72.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
NOV 13 1958
FOR FILING

Nov. 17, 1958

CERTIFIED MAIL

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Hannan Bros. Company a portion of the funds heretofore retained by the Commission on Contract No. 5265, for metal median barrier on the 42nd Avenue-122nd Avenue and Willamette River Bridge Section of the Columbia River and Pacific Highways in Multnomah and Clackamas Counties.

This payment, in the amount of $44,325.08, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,971.05. The present payment will be released on or after Nov. 28, 1958.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

Form E-1

I-82-1(4)2
I-5-5(?)...4
5265

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 15, 1958

Section 42nd Ave. - 122nd Ave. & Will. Rv. Br.

Kind of work Metal Median Barrier

Highway Col.Rv.& Pacific County Mult. & Clack.

Section prefix 26-1015

Contractor Hannon Bros Co.

Contract number 5265

Date of contract July 31, 1958

Specified work days 40

Date work started Aug. 20, 1958

Work days used 40

Project authorization $150,175.80

Exclusive of engineering $139,496.63

Per cent of time elapsed 100.0 %

Estimated cost of completed project, exclusive of engineering $139,496.63

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on total contract price 100.0 %

Engineering authorization $10,679.17

Engineering cost to date $10,679.17, 100.0 %

Date project was completed Oct. 25, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted to Metropolitan Office, Wednesday, November 12th.

CONSTRUCTION DIVISION
RECEIVED
NOV 17 1958
NOTED- E 1 B K
CE ACE ACE 302

NOTED
5 DAYS

Signed James Don
James Don, Resident Engineer

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING MEDIAN BARRIER	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.88				
Miles partially completed	5.88				
Miles completed	31,000 LF				
Total estimated quantities (contract)	31,000 LF				
Total quantities corrected to date	31,000 LF				
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 6 - 1958
FOR FILING

I 52-1(4)2
I 5 5(9)204
5265

November 3, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 25, 1958, on Contract No. 5265, 42nd Avenue-122nd Avenue and Willamette River Bridge Section in Multnomah and Clackamas Counties, in connection with Federal Aid Project No. I-GCH-1(4)2, I-5-5(9)204.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Mr. C. G. Swanson

DBP:lmw

RECEIVED
OCT 23 1958
FOR FILING

I-2-1(41)
T 2
Box

October 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 279 covering reconstruction of concrete median island on the Willamette River Bridge Section of the Pacific Highway in Clackamas County, Contract No. 5265, in connection with Federal Aid Project No. I-5-5(9)284.

The concrete median south of the south end of the Willamette River Bridge has settled. It is necessary to bring the median island back to grade. The contractor is not equipped to do this work. The State has the necessary equipment and experienced crews to do this work. The amount is too small to contract.

The total estimated amount of the order is $750.00 with Federal participation of $675.00.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

Very truly yours,

W. C. William
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
SEP 29 1958
FOR FILING

September 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering repairs to the sewer line on the 42nd Ave.-122nd Ave. Section of the Columbia River Highway in Multnomah County, Contract No. 5265, in connection with Federal Aid Project No. I-80N-1(4)2.

It is necessary to repair an 8-inch sewer line which was broken while drilling post holes for the median barrier.

The sewer line was not shown on the plans and was not known to exist.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
Letter

RECEIVED
SEP 17 1958
FOR FILING

September 10, 1958

When replying, refer to:
08-35.8

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects I-82-1(4)2 and I-5-5(9)284, 42nd Avenue - 122nd Avenue and Willamette River Bridge Section - Reflectorize Median Barrier by State Force Account

Dear Sir:

Our Regional office has reluctantly concurred in our approval of subject force account work and has recommended that, henceforth, if arrangements for open market procurement cannot be made, the manufacture and installation of the reflectorizing devices be kept on a non-participating basis.

This recommendation is based on the belief that this type of work by State forces is in direct conflict with the intent of Section 116(d) of the 1956 Federal-aid Highway Act.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to SNP

Monthly Transaction No. 9-77	Form -2 (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. FOR FILING	FEDERAL-AID PROJECT AGREEMENT	County Clackamas
		Project No. I-5-5(9)284

RECEIVED SEP 1958

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini: Willamette River Section, Approximately 1 mile south junction with FAS 122-U.S. 99

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-24-58	0.786
Other (Specify)		

FUNDS	
Estimated total cost of project $ 22,763.00	Federal funds $ 21,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer September 8, 1958

USComm-DC 40257

September 4, 1953

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sirs

We are forwarding two copies of project agreement signed by the Highway Commission, for the Willamette River Bridge Section, Project No. I-5-5(9)284.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:maj

September 4, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission, for the Willamette River Bridge Section, Project No. I-5-5(9)284.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

August 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Willamette River Bridge Section, Project No. I-5-5(9)284.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:maj

Oregon State Highway Department

Federal Aid
Project No. I-5-5(9)284

WILLAMETTE RIVER BRIDGE SECTION OF THE PACIFIC

HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 20, 1958

Type Code 1007
Median Barrier (Sta. 565+02 to Sta. 606+50) (Contract No. 5265)

Galvanized Metal Guard Rail	330 lin.ft.	2.22	$ 732.60
Galvanized Metal Median Barrier	4,100 lin.ft.	4.65	19,065.00
Extra for Posts on Structure	96 only	1.00	96.00
			$19,893.60
Flagging (57½% of Contractor's Cost)	All Required		800.00
	Subtotal		$20,693.60
	10% Engr. & Cont.		2,069.36
	Total		$22,762.96

Length of Project . . . . . 0.786 Miles

Federal Funds	$ 21,000.00
State Funds	1,762.96
	$ 22,762.96

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-5(9)284

WILLAMETTE RIVER BRIDGE SECTION OF THE

PACIFIC HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 23, 1958

Type Code X007
Median Barrier (Sta. 565+02 to Sta. 606+50)

Galvanized Metal Guard Rail	300 lin.ft.	$ 3.25	$ 1,072.50
Galvanized Metal Median Barrier	4,100 lin.ft.	4.50	18,450.00
Extra for Posts on Structure	96 only	64.00	6,144.00
			$25,666.50
Flagging (57½ of Contractors Cost)	All Required		800.00
		Subtotal	$26,466.50
		10% Engr. & Cont.	2,646.65
		Total	$29,113.15

Length of Project 0.786 Mile

Federal Funds	$26,800.00
State Funds	2,313.15
	$29,113.15

RECEIVED
SEP 15 1958
FOR FILING

I-82-1(9)2
I-5-5(9)214 08-Mn-1-0

When replying, refer to:

September 5, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects I-82-1(4)2 and I-5-5(9)204, 42nd Avenue - 122nd Avenue and Willamette River Bridge Sections, Order for State Force Work, Reflectorize Median Barrier. Total estimated cost $627.00, Federal funds $575.00

Dear Sir:

We are approving the use of State force as being in the public interest for the following reasons:

1. The device to be used is not available on the open market.

2. The State has equipment and personnel to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. O. Polk
Division Engineer

By:

NOTED
FORREST COOPER

A. F. Bester
Acting Division Engineer

Orig to SNP

RECEIVED
... - 1958
FOR FILING

I-5-1(4)...
I-205-1(4)
5265

September 2, 1958

Oregon State Highway Commission

Gentlemen:

At the present time there is a contract for median guardrail installation under way on that section of the Banfield Freeway between 42nd Avenue and 122nd Avenue in the city of Portland. This work necessitates closing of one lane of traffic in each direction at those locations where the work is under way during morning hours.

On August 2, 1958, at 11:00 A.M., a 25-mile-per-hour construction speed zone was established on that section of the Columbia River Highway, Highway No. 2, (Banfield Freeway) between M.P. 3.10 and M.P. 6.19. Until the sections where work is actually under way will be signed.

Your concurrence in the above speed zone is recommended. This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

R. H. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. F. B. Crandall

VPJ:kg fn

RECEIVED
AUG 2 - 1958
FOR FILING

August 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 276 covering the installation of reflectors and brackets on the 42nd Avenue-122nd Avenue and Willamette River Bridge Section of the Columbia River and Pacific Highways in Multnomah and Clackamas Counties, Contract No. 5265, in connection with Federal Aid Project No. I-82-1(4)2 and No. I-5-5(9)284.

It is necessary to reflectorize the median barrier for traffic safety. Details of the brackets with reflectors to be used have been submitted to the Bureau of Public Roads. They are made by the Sign Division of the Highway Department and cannot be obtained on the open market.

Your approval of this order at agreed unit prices under the provisions of PPM 23-6.3 is requested.

The total estimated amount of the order is $627.00 with Federal participation of $575.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Norvert Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED
AUG 28 1958
FOR FILING

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 20, 1958, on Contract No. 5265, 42nd Avenue-122nd Avenue and Willamette River Bridge Section, in Multnomah County, in connection with Federal Aid Project No. I-82-1(4)2, I-55(9)284.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

RECEIVED
AUG 25 1958
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

file

I-82-1(4)2
I-5-5(9)284
5265

When replying, refer to:
08-35.4-D

August 22, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Order for State Force Work No. 276
Projects I-82-1(4)2, I-5-5(9)284

Dear Sir:

Reference is made to your recent submission of State Force Order No. 276 on the subject projects. The work is eligible for Federal participation; however, it is preferable to accomplish the work on an agreed unit price basis. It appears practicable to set a unit price for each reflector and bracket, installed.

We would appreciate revision of the order as suggested in order to simplify our auditing procedures. The order is being returned herewith.

Very truly yours,

C. G. Polk
Division Engineer

Enclosure

Orig referred to Young
copy sent to Parker

FORM S-125 SH

RECEIVED
AUG 22 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 21, 1958

Hauman Bros. Co.
8410 S. E. Otty Road
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5265, awarded July 31, 1958, for Metal Median Barrier on 42nd Avenue-122nd Avenue and Willamette River Bridge Section of the Columbia River and Pacific Highway in Multnomah and Clackamas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 15 1958
FOR FILING

August 13, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State share of flagging costs on the 42nd Avenue-122nd Avenue and Willamette River Bridge Section of the Columbia River and Pacific Highways in Multnomah and Clackamas Counties, Contract No. 5265, in connection with Federal Aid Project No. I-82-1(4)2, I-5-5(9)224.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RECEIVED
AUG 13 1958
FOR FILING

August 13, 1958

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force work No. 276, covering installing reflectors on the median barrier on the 42nd Avenue-122nd Avenue and Willamette River Bridge Section of the Columbia River and Pacific Highways in Multnomah and Clackamas Counties, Contract No. 5265, in connection with Federal Aid Project No. I-82-1(4)2,I-5-5(9)288.

It is necessary to reflectorize the median barrier for traffic safety. Brackets with the reflectors are made up by the Sign Division of the State Highway Department and cannot be obtained on the open market. Models have been submitted to the Bureau of Public Roads.

Your approval of this order with work to be done by State Forces, under the provisions of PPM 23-6.3 is requested.

The total estimated amount of the order is $550.00 with Federal participation of $495.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

dbp;mad
Enclosures

RECEIVED
AUG 1 1958
FOR FILING

August 1, 1958

Hannan Brothers Company
3525 N. E. Going Street
Portland 11, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 awarded to you State Highway Contract No. 5265 for a median barrier on 42nd Avenue-112nd Avenue and Willamette River Bridge Section on the Columbia River and Pacific Highways in Multnomah and Clackamas Counties.

This award was based on your bid of $130,839.60 which was the low bid submitted to the Commission on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED
AUG 5 1958
FOR FILING

X-I-82-1(4)2
I-5-5(9)284
5265

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-0

July 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5265 for combined Oregon Projects, I-82-1(4)2, 42nd Ave.-122nd Ave. Section of the Columbia River Highway and I-5-5(9)284, Willamette River Bridge Section of the Pacific Highway, to Hannan Bros. Co. of Portland, Oregon, low bidder in the amount of $130,839.60 at the July 10, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
AUG 4 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL - 1958
FOR FILING
OREGON DISTRICT
I-82-1(4)2
I-5-5(9)284
08-35.4
5265

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-82-1(4)2
42nd Ave.-122nd Ave. Sec. Columbia River Hwy.
(Metal Median Barrier)

Dear Sir:

We have today approved P. S. and E. documents, subject project. This is to authorize your advertising for bids.

Acceptance of the rail clearance deficiency in this case will not be considered as having established a precedent for other situations. Each case will be considered on its own merit.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

RECEIVED
JUN 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

F-300(14) Valley Jct.-Wallace Br. 1958
Unit, Valley Jct.-Sheridan
#5266 Sec. (Paving)

W. C. Williams

NOTED
W. C. WILLIAMS

RECEIVED
OCT 1960
FOR

October 17, 1960

FINAL COST ANALYSIS
Paving

Valley Junction-Wallace Bridge
Contract No. 5266

Contractor: Warren Northwest Inc.
Resident Engineer: Ross M. Harris

Salmon River Highway
Prefix 27-1047
Project #F300(14)

4-310(11)
526E

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
General Excavation	5,445.70	Cu. Yd.	0.65	0.50	2,723.72	3,539.71
12" Concrete Pipe	102.00	Lin. Ft.	5.00	2.68	272.94	510.00
1/2" Elec. Conduit	133.00	Lin. Ft.	1.75	0.95	126.35	232.75
Metal Sight Posts, Dbl. Reflec.	196.00	Each	3.90	3.90	764.40	764.40
Galv. Metal Guard Rail	3,118.50	Lin. Ft.	2.55	2.55	7,952.18	7,952.18
Coarse Cr. Mat'l in Base	123,592.61	Ton	1.30	1.26	156,320.56	160,670.39
3/4"-0 Mat'l in Base	17,403.03	Ton	1.45	1.38	24,064.47	25,234.39
Sprinkling	1,891.70	M-Gal.	2.00	1.72	3,246.29	3,783.40
Preparation of Base	All	Lump			629.04	1,000.00
3/4"-0 Mat'l in Binder	782.10	Ton	2.00	1.62	1,269.22	1,564.20
Furnish & Place Aggreg.	2,887.96	Ton	2.50	2.36	6,807.62	7,219.90
RC-3 Asphalt	114.21	Ton	40.00	37.97	4,336.40	4,568.40
120-150 Asphalt	162.00	Ton	36.00	33.11	5,364.15	5,832.00
RS-1 Asphalt	57.48	Ton	40.00	39.77	2,285.99	2,299.20
Asphalt Concrete Mix	16,011.84	Ton	3.25	2.87	46,016.25	52,038.48
85-100 Asphalt in Mix	806.06	Ton	31.00	29.56	23,824.43	24,987.86
Extra A.C. Approaches	30.00	Each	25.00	18.34	550.19	750.00
A.C. Traffic Markers	1,880.30	Lin. Ft.	0.60	0.43	808.25	1,128.18
PA# Y-2 Guide Posts	59.00	Each	7.10	7.10	418.90	418.90
PA# Y-3 Guide Posts	3.00	Each	8.10	8.10	24.30	24.30
PA# Oil Aggreg. in S.P.	505.08	Cu. Yd.	1.30	1.30	656.50	656.50
Force Account					18,623.85	20,898.59
					$307,086.00	$326,073.83

FINAL COST ANALYSIS - Contract No. 5266
Valley Junction-Wallace Bridge

Gross Revenue	$ 326,073.83
Total Cost	307,086.00
Net Profit	$ 18,987.83

Net Profit equals 5.8% of Gross Revenue

DETAIL OF COSTS - Contract No. 5266

Labor:					
Labor				$ 109,013.39	
Labor Insurance				8,088.79	
Health, Welfare and Pension				2,245.68	$ 119,347.86
Materials:					
12" Concrete Culv. Pipe	102 Lin. Ft.	@	$1.00	102.00	
1-1/2" Elec. Conduit	133 Lin. Ft.	@	$0.65	86.45	
85-100 Asphalt incl. Freight	806.06 Ton	@	$28.58	23,037.19	
RC-3 Asphalt	114.21 Ton	@	$32.33	3,692.41	
120-150 Asphalt	162 Ton	@	$28.66	4,642.92	
Rs-1 Asphalt	57.48 Ton	@	$36.05	2,072.15	
Signing material used on Force Account				9,525.72	
Sand used in Plant Mix	677 Cu. Yd.	@	$0.95	643.15	43,801.99
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				58,327.22	
Equipment Rental, Hired				46,114.21	
Gas, Oil and Grease				10,893.78	
Bond				1,793.41	
P.U.C.				387.50	
P.L. and P.D. Insurance				1,261.42	
Electric Power				3,387.65	
Small Tools and Misc. Supplies				1,475.50	
Freight and Cartage				1,776.38	
Amount Paid Harding Bros., for Excavation				2,476.11	
Amount Paid Denton for Guard Rail & Sight Posts				9,159.78	
Home Office and General Overhead				6,883.19	143,936.15
TOTAL COST					$ 307,086.00

Remarks - Contract No. 5266

This was a "Federal Aid Primary Highway" project calling for the paving of 3.52 miles of highway roadbed on the Valley Junction-Wallace Bridge Unit of the Valley Junction-Sheridan Section of the Salmon River Highway in Polk County.

The contract was bid July 10, 1958; awarded July 31, 1958. Work started December 15, 1958 and the project was completed February 17, 1960.

The contractor moved in his 5-crusher portable crushing plant at the specified gravel deposit located on the southwesterly side of the Willamina-Salem Highway, 0.1 mile northwest of the Mill Creek Bridge near Buell on October 20th. The setup was completed December 19th and a trial run was made on the 26th.

Steady operation was started January 12, 1959. Good progress was made on the crushing for the five to six weeks when gravel was easy to get. This material varied in depths from two feet to seven feet, and after the six week period they had lower production. The entire area was stripped and dug up getting just enough material to complete the project.

The small amount of excavation was performed by Harding Brothers, grading contractors, who had the grading work on this same section previous to this contract.

The contractor started hauling base rock with six hired and four owned trains on June 8, 1959, working two shifts for two weeks, then changing to one shift. Very good production was made on the rock hauling. The material was processed with two blades, two rollers, and a water wagon. The placing of the rock wash completed August 1, 1959. The contractor placed the binder course on the roadway in three days.

The contractor moved in and set up his portable paving plant at the stockpile site adjacent to the crushing plant, which required approximately three weeks to erect. They started producing Class "B" asphaltic concrete August 4th, averaging approximately 800 tons per 8-hour day which was good production. The material was hauled with seven hired trucks and processed with the contractor's equipment which consisted of two paving machines and three rollers. It required three days to prepare the shoulders for oiling and two days to do the oiling.

The guard rail and sight posts were installed by J. C. Denton & Sons at the bid price. The contractor installed the directional signs on this project on a force account basis.

The contractor had good bid prices, good equipment and good supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
APR 19 1960
FOR FILING

F-300 (14)

5266

April 18, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

State Highway contract #5266 for paving the Valley Jct.-Wallace Bridge Unit of the Valley Jct.-Sheridan Section of the Salmon River Highway in Polk County was completed by the contractor, Warren Northwest, Inc., on February 17, 1960, and was formally accepted by the Highway Commission on March 10, 1960.

Final payment in the amount of $9,155.26 will be released to the contractor on or after April 28, 1960. The total contract amount is $326,073.83, of which amount $20,898.59 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contract on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

RECEIVED
APR - 4 1960
FOR FILING
F-300(14)
3044

April 4, 1960

Mr. Roy H. Frazier
Route 1, Box 203
Sheridan, Oregon

Dear Sir:

Reference is made to your letter of March 2, which we did not receive until March 30, in which you request compensation for various expenses incurred by reason of the muddying of your water supply by construction activities on the Valley Junction-Wallace Bridge Section of the Salmon River Highway.

It was our understanding that you were represented by counsel in this matter. If this is the case, we feel compelled to deal with your attorney. If such is not the case and you wish to submit a bill, we will review same and pay you in accordance with our verbal understanding arrived at in our meeting at the Buell School.

I am sorry that this misunderstanding has arisen and will give the matter prompt attention upon receiving your bill.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Philip Hayter
Attorney
Dallas City Bank Building
Dallas, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Leonard Lindas
Mr. J. D. Walker

LHY:fp ae

Sheridan Oregon.
March. 2

Oregon State Hi-Way Commission
Salem Oregon-

Dear Sirs.

little over one year ago we had a meating in the Buell School about our Water being Polluted by the Rock Crusher here. you Promised to compensate me for my trouble hauling the water. getting the clothes washed, and causing us so much trouble, I thought perhaps I might hear from you befor this time but have not. if you will please let me know how you feel about the deal I would appreciate it.

Your truly

Roy H. Frazier
R. 1 Box 203
Sheridan
Oregon-

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1930
STATE HIGHWAY COMMISSION

RECEIVED
MAR 23 1960
FOR FILING
300 (W)
5266

March 23, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5266 for paving the Valley Jct.-Wallace Bridge Unit of the Valley Jct.-Sheridan Section of the Salmon River Highway in Polk County.

This payment, in the amount of $25,836.63, will be released to contractor on or after April 2, 1960. The retained percentage is $9,155.26.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

RECEIVED
FEB 25 1960
FOR FILING
F 300(14)
5266

February 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on February 17, 1960, on Contract No. 5266, Valley Jct.-Wallace Bridge Unit, Valley Jct.-Sheridan Section, in Polk County, in connection with Federal Aid Project No. F-300(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

Form E-1—(Rev.)-

T 300(14)
E266

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section: Valley Jct.- Wallace Bridge Unit
Valley Jct. - Sheridan Section

Highway: Salmon River County: Polk

Contractor: Warren Northwest, Inc.

Date of contract: July 31, 1958

Date work started: Dec. 15, 1958

Project authorization: $ 375,649.88

Exclusive of engineering: $ 348,937.00

Engineering authorization: $ 26,712.88

Engineering cost to date $ 27,000, 101 %

For Week Ending: February 19, 1960

Kind of work: Surfacing

Section prefix: 27-1047

Contract number: 5266

Specified work days: 100

Work days used: 100

Per cent of time elapsed: 100 %

Estimated cost of completed project, exclusive of engineering: $ 330,007.38

Estimated per cent overrun or underrun: - 5 %

Per cent of contract completed, based on estimated cost: 100 %

Date project was completed: February 17, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	100	-	100	100	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor worked one day this week and brought project to completion Wednesday night February 17, 1960.

Noted
M. N. Juve

NOTED
JOHN R. CONES

CONSTRUCTION DIVISION
RECEIVED
FEB 23 1960
NOTED.. CE DE ACE COE

Signed: Ross M. Harris

Address: Box 411, McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0	3.25			3.25
Miles partially completed					
Miles completed	0	3.25			3.25
Total estimated quantities (contract)	4,640	147,900			16,900
Total quantities corrected to date	5,442	140,995			16,011
Estimated quantities moved or placed to date	5,442	140,995			16,011
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	rain		
Tuesday	clear		
Wednesday	cloudy		
Thursday	rain		
Friday	rain		
Saturday			

RECEIVED
NOV 27 1959
FOR FILING
f 3-6-(14)
5266

Salem, Oregon
November 20, 1959

Wallace Bridge Interchange

Mr. F. B. Crandall
Traffic Engineer
O F F I C E

Will you please check on the operation of the two-way traffic on the W^{E} line at the Wallace Bridge Interchange to be sure that we are not maintaining a hazardous situation.

I observed the operation on this segment recently and noted that it appeared to be well signed and that it was striped for two-way operation.

What I want you to do is to keep a close check on the accidents if any and also it would be well to have someone observe the operation to see if anything can be done for increased safety.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. C. G. Polk

Mr. W. C. Williams

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.2

408 State Highway Bldg.
Salem, Oregon

November 10, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-300(14)
Valley Junction - Wallace Bridge Unit
Salmon River Highway

Dear Sir:

This office has received another complaint about the potential danger confronting a motorist traveling from Salem and entering the interchange included in the referenced project.

When the extra work order for signing the project was first presented to this office we suggested that the W^{S}_{-} line be made a one-way roadway westbound. This suggestion was turned down. Since this project has been opened to traffic we have discussed the danger created by the two-way traffic operation with Mr. Paxson. Mr. Paxson stated that he would review this condition with the traffic department.

Our attention was again called to the hazardous situation confronting a westbound driver this weekend. The motorist naturally assumes that this portion of the interchange should be a one-way road and has a tendency to enter the curve using the left hand traffic lane.

We urge that you reconsider the traffic operation on this interchange and make the W^{S}_{-} line a one-way westbound roadway.

Very truly yours,

C. O. Polk
Division Engineer

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1959
FOR FILING
F-300(14)
5266

September 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering permanent signing and traffic control signals on the Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk County, Contract No. 5266, in connection with Federal Aid Project No. F-300(14).

This work is necessary for the direction and guidance of traffic.

The paving has been completed and the section opened to traffic. The signing and traffic control signals should be in place as soon as possible. The contractor can get the work done much earlier than to advertise and do it under another contract. This was an anticipated item and $6,000 was included in the project authorization to cover it.

Specifications covering the work are attached. Plans have been submitted to the BPR. Verbal approval of the BPR has been given for this method of accomplishing the work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

RECEIVED
AUG 28 1959
FOR FILING

A

File No. _____
Rd. No. _____ M.P. _____
City of _____
Streets _____
Rural _____ Urban _____

August 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Room 408 State Highway Bldg.
Salem, Oregon

Dear Mr. Polk:

We are transmitting herewith plans showing a proposed flashing beacon installation and an illumination installation at the Wallace Bridge Interchange located on the Valley Junction- Sheridan Section of the Salmon River Highway (ORE18). As may be seen from the plans, the illumination installation consists of lighting, an intersection at grade and providing illumination on the end points of a jiggle bar median island. The illumination located on the intersection at grade is felt necessary because of the right angle conflict between northbound traffic and westbound traffic. The westbound approach to this intersection at grade is on a vertical curve with the result that approach speeds for this direction of traffic into the intersection are relatively high. The illumination on the end points of the jiggle bar median island is provided to reduce the hazard resulting from placing raised objects in the roadway.

It should be noted that the two luminaires utilized on the median island end points are of the fluorescent type. This type of luminaire is utilized at these locations on the basis that each unit would provide a glare free source of illumination in an area in which no surrounding lighting exists. The mercury-vapor unit was used on the intersection at grade due to the large area at the intersection and the desirability of providing as broad a light pattern as possible. The attached plans showing the flashing beacon installation indicates that this flasher is located at the intersection at grade. This flashing beacon is in existence at the present time at the old intersection immediately west of the Wallace Bridge. This plan contemplates in effect the removal and reinstallation of the flashing beacon at the new intersection approximately 100 feet west of its present location. It is felt that this flashing beacon is justified on the basis that the geometric design of the intersection does not provide a possibility for positive stop control on the north-south traffic movement.

NOTED
L. E. GEORGE

It is anticipated that this illumination and flashing beacon installation will be installed under an extra work order on the existing contract. Your early review of these plans will be appreciated.

Very truly yours,

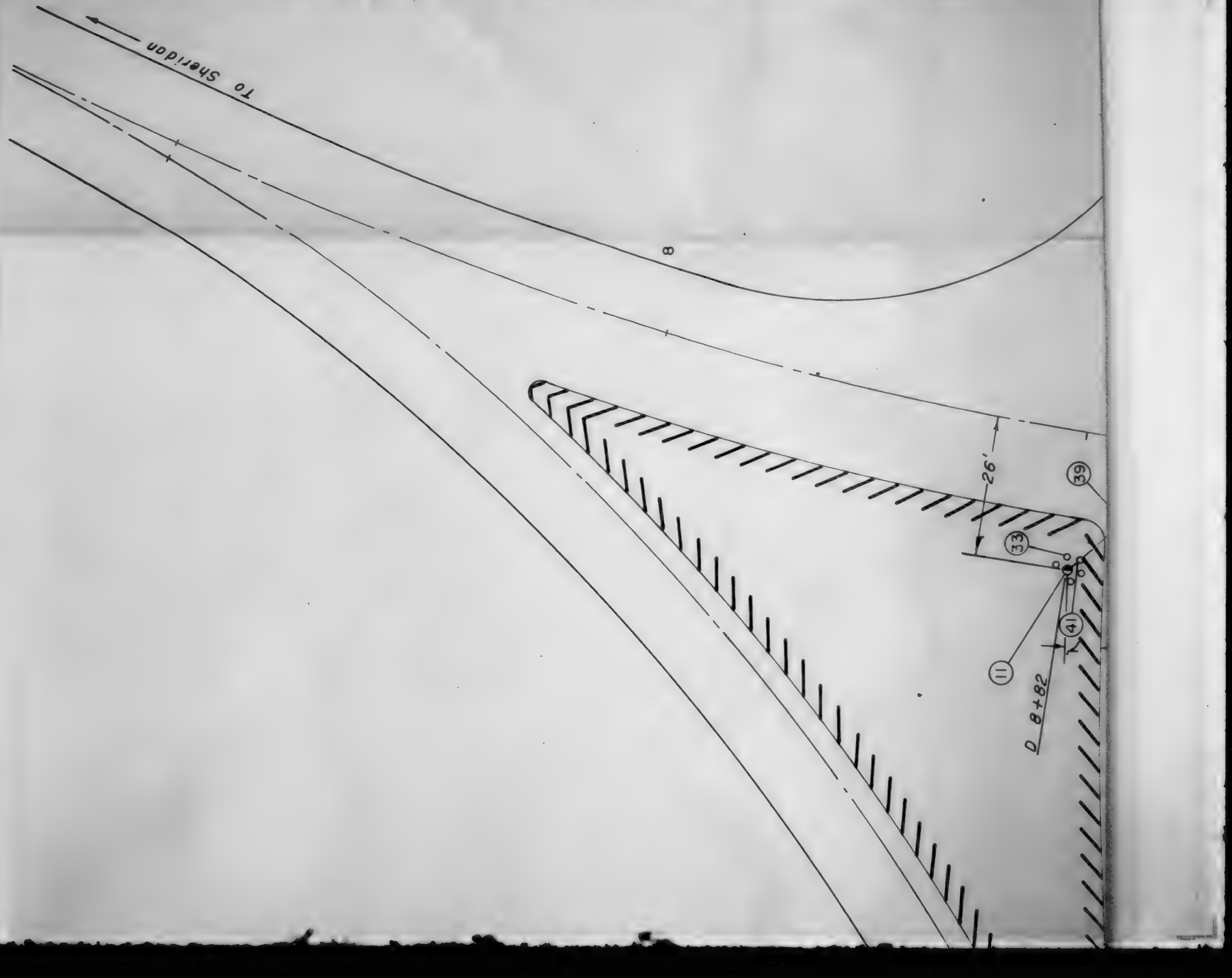
W. C. Williams
State Highway Engineer

By

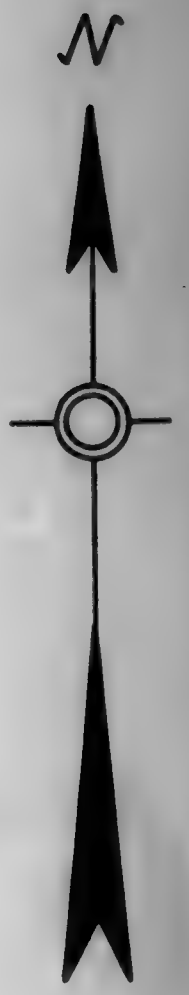
G. S. Paxson
Assistant State Highway Engineer

LHGejj
Attachment
bcc F. B. Grandell

nction


To Sheridan
8
26'
39
33
41
11
D 8+82

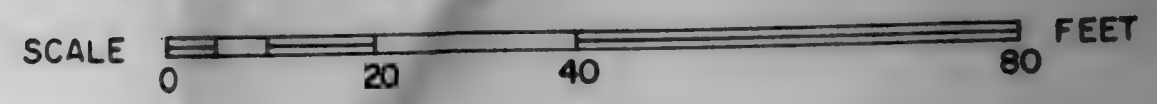
eridan

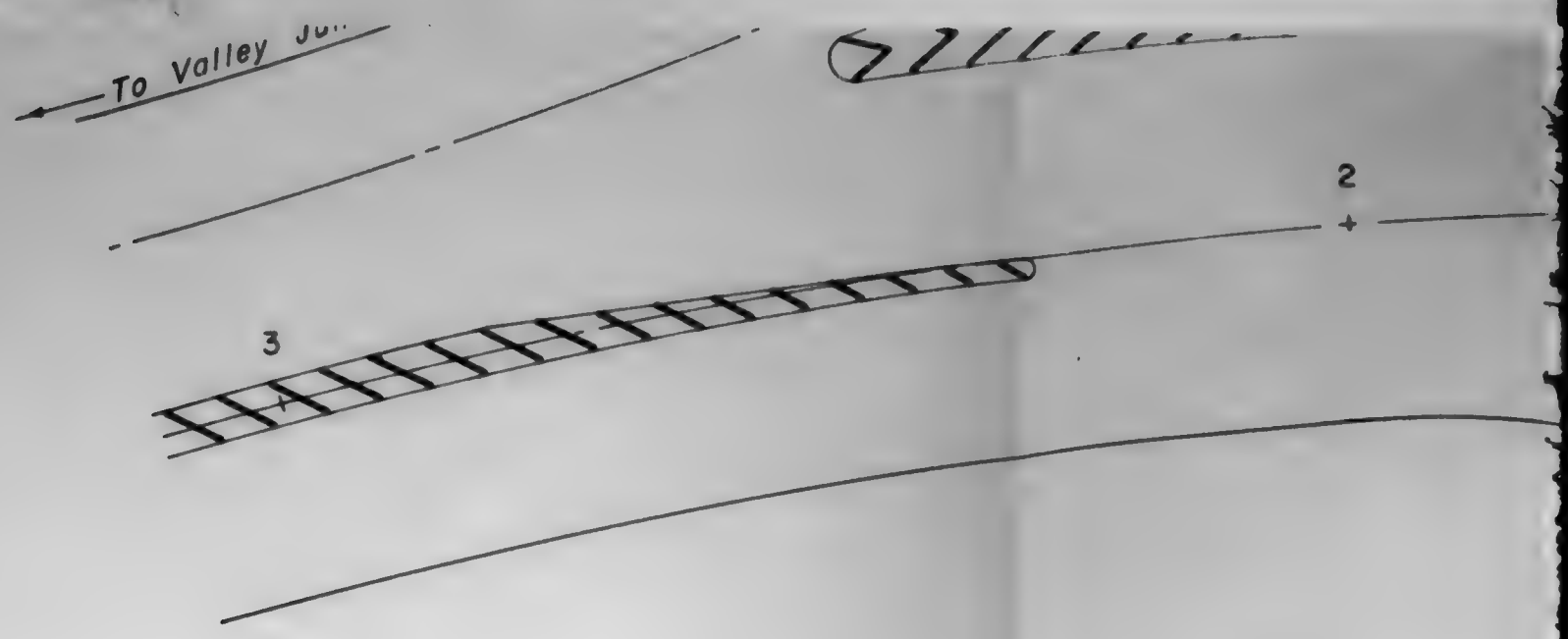


FLASHING BEACON INSTALLATION
WALLACE BRIDGE INTERCHANGE
VALLEY JCT. — SHERIDAN SEC.
SALMON RIVER HIGHWAY — POLK CO.

SHEET NO.

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON		1959	*See Index*




To Valley Ju...
2
3

T

2

9

10

B/15

FR

FR

FR

FA

39 2/12

69'

41

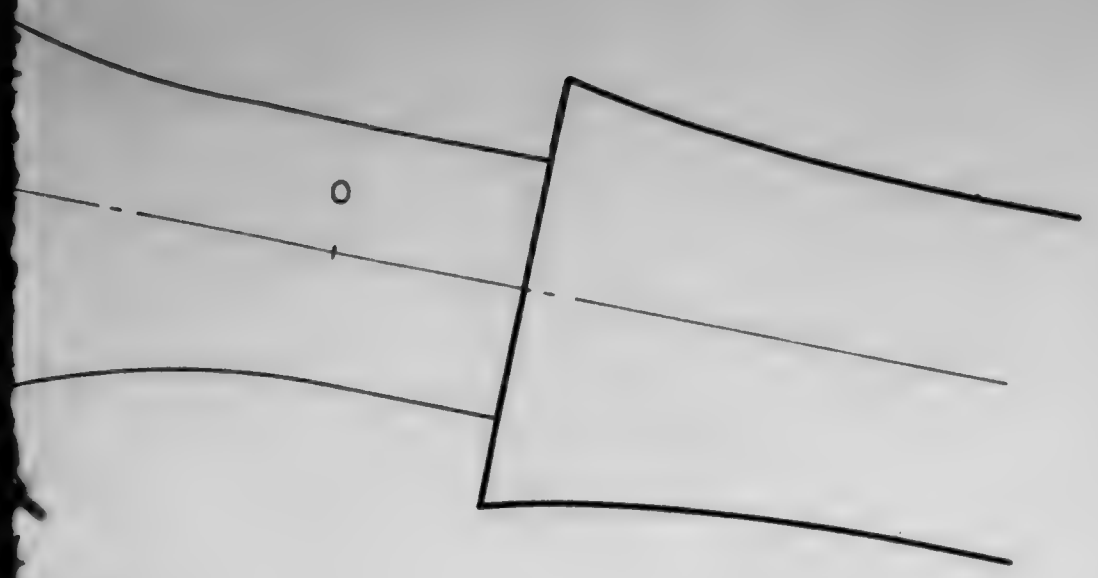
D 9+

11 56 76

49'

See Dwg. No.
for power so

To Valley Junction



9+57

(6)

No. 1744
source

L E

(11) Install 30 f

(33) Install 8"X

(39) Install 3/8"

(41) Install galv.

(56) Install 5"X

(76) Instail sing

(2/12) Install 2 w

(B/15) Install 4-w

ESTIM

Flashing Beacon

L E G E N D

11 30 ft. 3 gauge steel strain pole

11 8"X 8"X 7' wood sight post (4 required)

11 3/8" galv. messenger cable

11 galv. messenger cablevise

11 5"X12"X15" galv. steel cabinet with 30 ampere fusible switch

11 single pole flasher mechanism with radio interference eliminator

11 2 wire No. 12 control cable

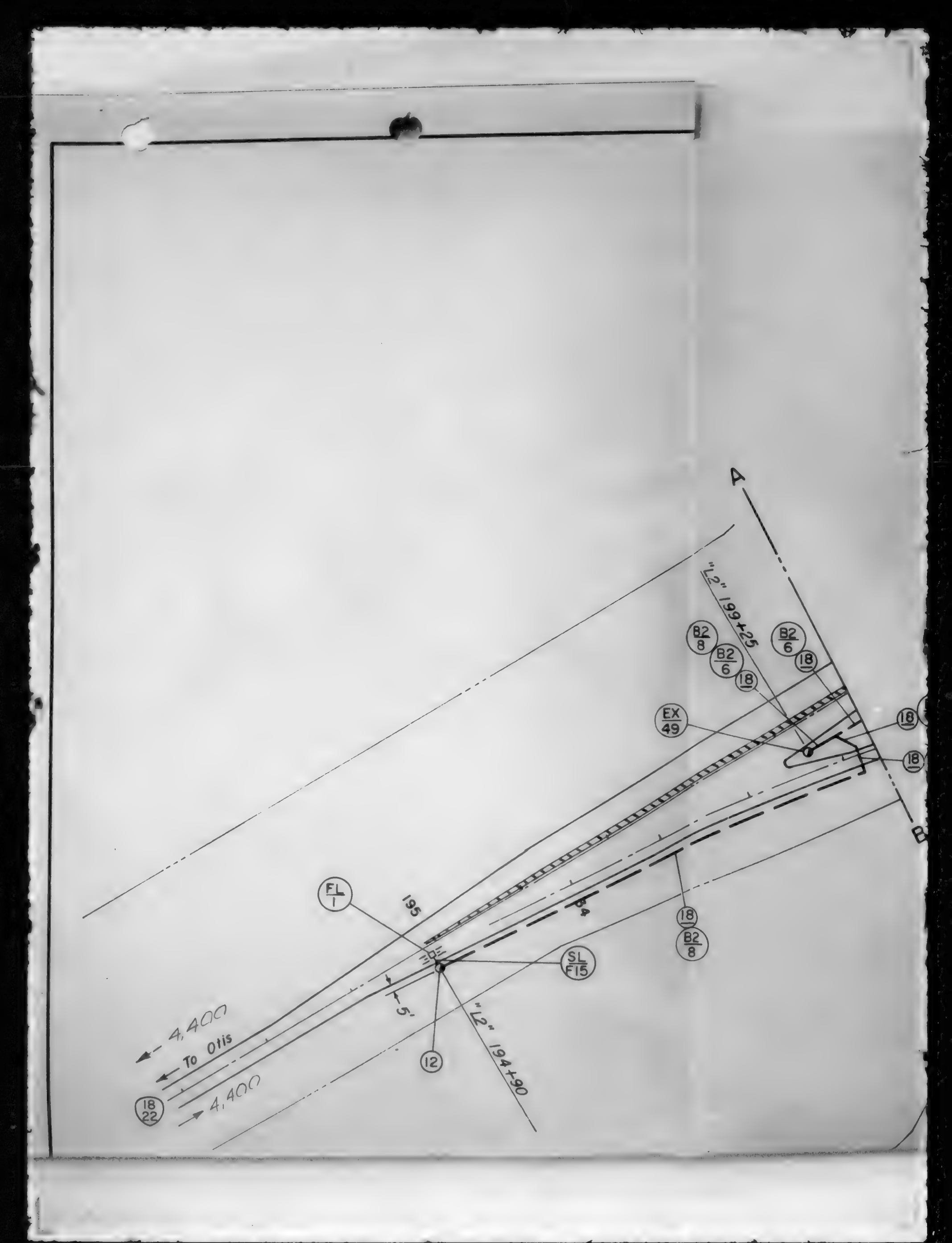
4 4-way, single section, span wire mounted, adjustable flashing beacon

E5

ESTIMATED COST

eacon Installation $ 1,400.00

T.E.D. Drw'g. No. 1743


A
"L2" 199+25
B2/8
B2/6
18
B2/6
18
EX/49
18
18
B
FL/1
195
P4
18
B2/8
SL/F15
5"
4,400
To Otis
4,400
18/22
12
"L2" 194+90

RIVER

NAMHILL

To Williamina

"D" 8+82

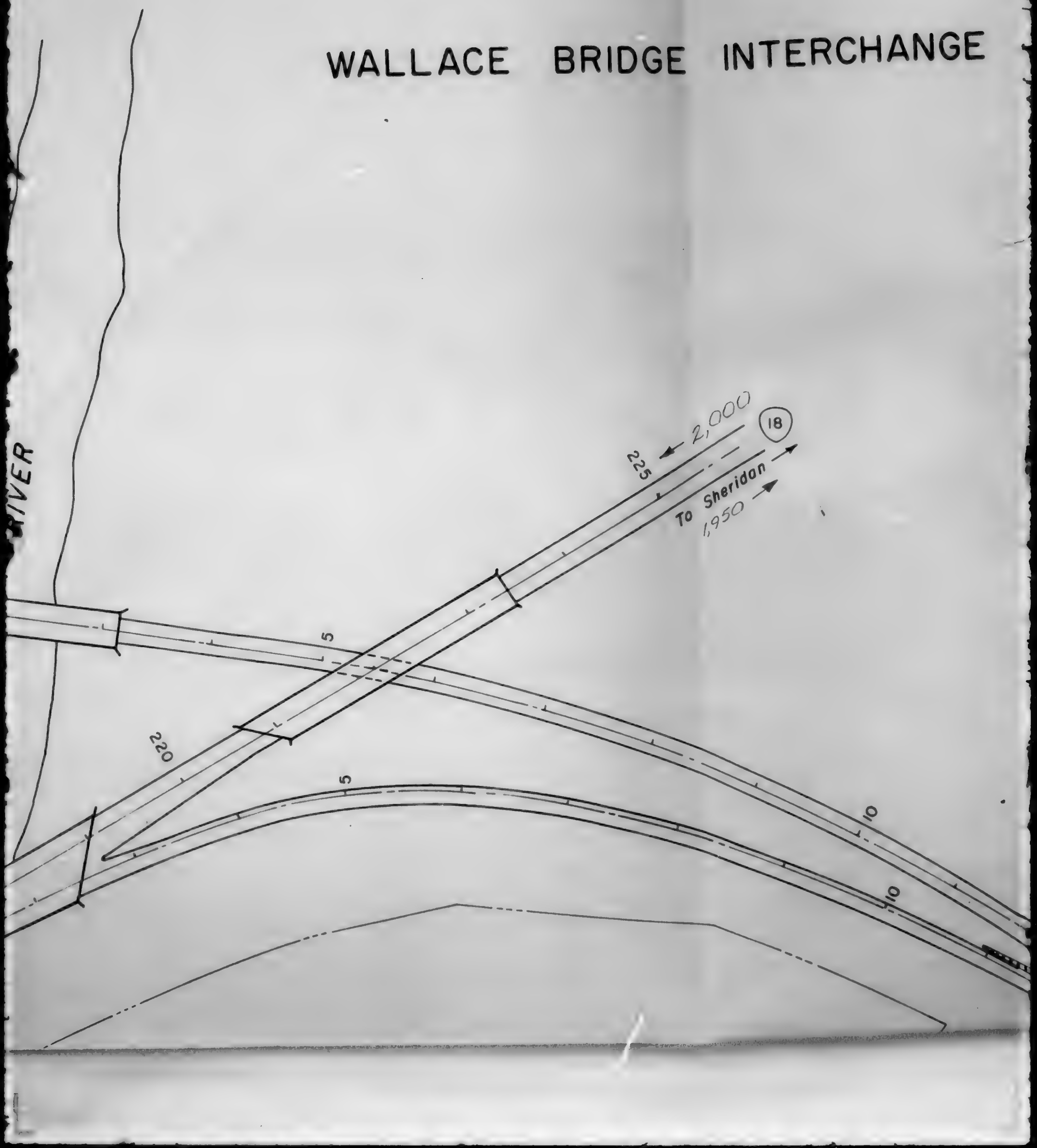
"D" 9+57

"D" 12+60

"CB"

EX/35
EX/9
B3/10
EX/11
B3/10
18
18
18
EX/9
2/10
SL/10
MV/1
B3/10
18
15"
70
80
50
27
215
B2/6
B2/10
B2/8
EX/11
B2/8
B2/8
18
18
5
10
5
B

WALLACE BRIDGE INTERCHANGE



CHANGE

ILLUMINATION INSTALLATION
WALLACE BRIDGE INTERCHANGE
VALLEY JCT. — SHERIDAN SEC.
SALMON RIVER HIGHWAY — POLK CO.

SHEET NO.

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON		1959	*See Index*

SCALE 0 50 100 200 400 FEET

Ref. 198' Bay
Volumes

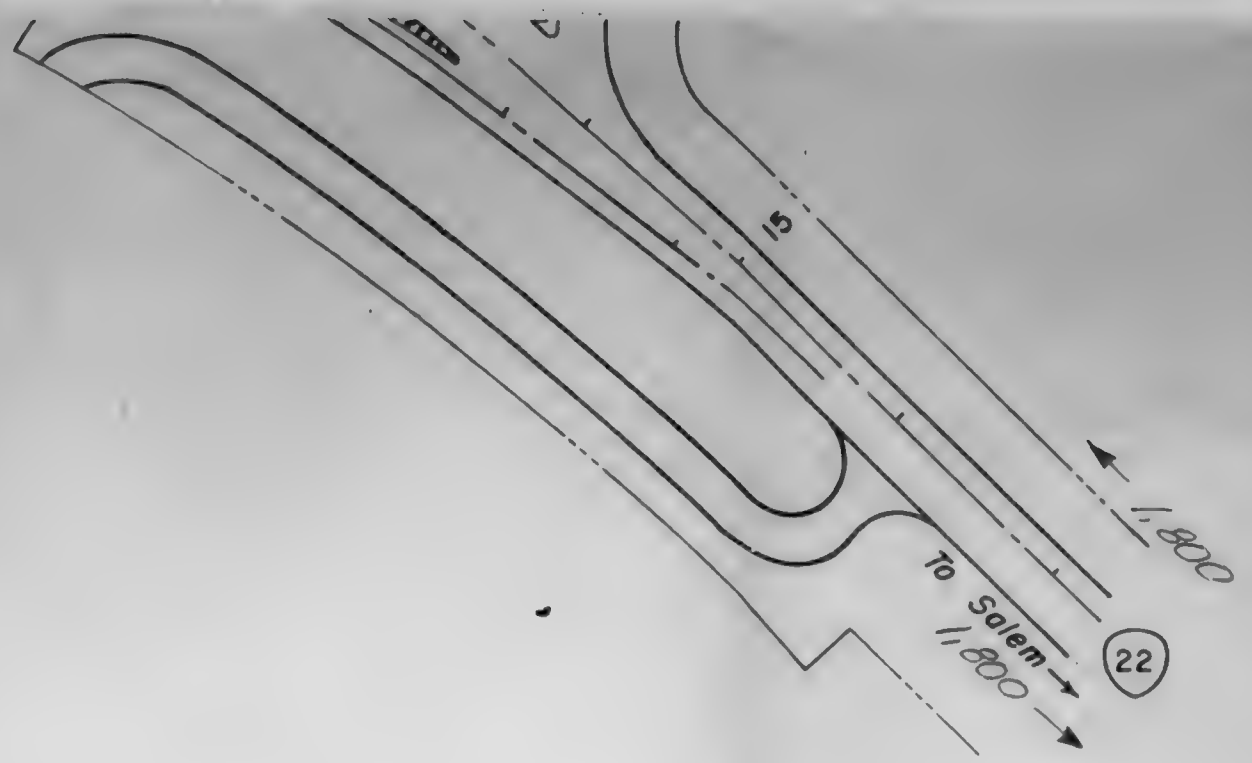
2+90
SL
F15
12
18
FL
1
5'
10
J
7
18
EX
11
B2
10
6
18
B2
10
15
18
EX
11
B2
6
18
B2
10
210
20
"D" 25+40
EX
1
P.G.E. Co.
No. 821
15'
25
ESTIMATED COST
Illumination (Steel Pole

LEGEND

EX/1	Existing Power Pole (Power Source)
EX/9	Existing steel traffic signal pole
EX/11	Existing underground electrical conduit
EX/35	Existing switch cabinet
EX/49	Existing center supported overhead sign structur
EX/84	Existing power company owned watt-hour meter
6	Install 1 1/2" galv. rigid electrical conduit
12	Install 32 ft. 3 gauge steel strain pole
27	Install 35 ft. wood pole, class 4
46	Install 5/8" X 12" galv. thimbleye bolt
50	Install photo-electric relay
60	Install 25 ampere, single-pole, 120 volt flasher c
70	Install 25 ampere, 2 pole, 240 volt lighting circ
18	Install 1 No. 10 bare copper wire
2/10	Install 2 wire No. 10 control cable
J/7	Install 13" X 19" X 12" deep concrete pull box with
B2/6	Install two No. 6 direct-burial cable
B2/8	Install two No. 8 direct-burial cable
B2/10	Install two No. 10 direct-burial cable
B3/10	Install three No. 10 direct-burial cable
FL/1	Install fluorescent luminaire unit complete with
MV/1	Install mercury-vapor luminaire unit, type III
SL/10	Install 10 ft. upsweep street light bracket
SL/15	Install 15 ft. X 2 1/2" upsweep light bracket

ED COST

Steel Poles) $3,600



ucture

eter

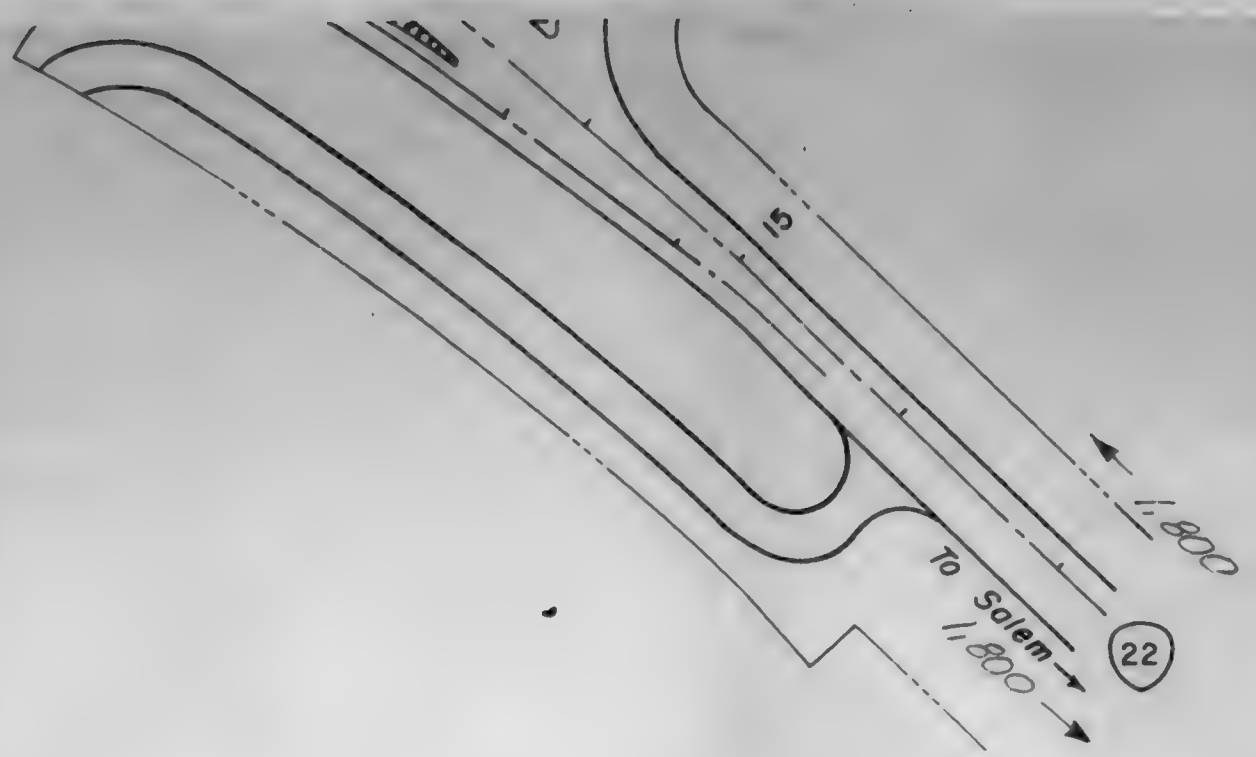
r circuit

circuit

bolt down cast iron cover

ith ballast and cabinet

T.E.D. Drw'g. No.174



ast iron cover

d cabinet

T.E.D. Drw'g. No.1744

RECEIVED
JUL 29 1959
FOR FILING

Salem, Oregon
July 28, 1959

Mr. L. I. Lindas
Chief Counsel
Salem

Attached are photocopies of "Notice of Levy" for Internal Revenue taxes, served in this office at 3:05 p.m., today, by Mr. William H. Randall, Revenue Officer. These pertain to Tuss Bros. Construction, Rt. 1, Box 477, Woodburn, in the amount of $2229.89, and Tuss Brothers, Thomas M. Tuss, Partner, same address, in the amount of $2126.38.

Our records indicate that Tuss Bros. Construction have one contract in which they are the prime contractor, this being Contract No. 5214 for grading and paving the Middle Unit, Crescent Lake Jct. -The Dalles-California Jct. Section of the Willamette Highway in Klamath County. This project was awarded June 19, 1958 and is still uncompleted. The Maryland Casualty Company is the surety and the agent is the Commercial Insurance Agency, 328 N. Commercial, Salem.

We have conferred with Mr. E. A. Pease, Construction Office Engineer, and have been informed that Tuss Bros. Construction are subcontracting for Warren Northwest, Inc., Portland, on Contract No. 5266 for paving the Valley Jct. -Wallace Bridge Unit-Valley Jct. -Sheridan Section of the Salmon River Highway in Polk County. This project has not yet been completed.

Mr. Randall has asked that we notify Mr. G. E. Gillogly, Supervisor, Office Collection Force, Internal Revenue Service, P. O. Box 509, Salem, of any action that we take pertaining to these levies.

This matter is submitted to you for whatever action you deem necessary.

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

Form 668-A
REV. DEC. 1957

S. TREASURY DEPARTMENT · INTERNAL REVE[illegible]ERVICE

NOTICE OF LEVY

To: (Name of person holding property, moneys, etc., belonging to taxpayer)

State of Oregon, Highway Department, Salem, Oregon

You are hereby notified that there is now due, owing, and unpaid from

NAME AND ADDRESS OF TAXPAYER

Tuss Bros. Construction, Route 1 - Box 477, Woodburn, Oregon

to the United States of America the sum of

Two thousand two hundred twenty nine and 89/100——— Dollars $ **2229.89**

for Internal Revenue taxes, to wit:

PERIOD AND TYPE OF TAX	DATE OF ASSESSMENT	ACCOUNT NO.	UNPAID BALANCE	STATUTORY ADDITIONS	TOTAL
EXT Del 9-56	5-1-59	4-355081-59 #16	$ 332.51	$ 4.29	$ 336.80
EXT DEL 12-56	5-1-59	4-355080-59 #16	328.94	4.29	333.23
EXT DEL 3-57	5-1-59	4-355079-59 #16	293.72	3.86	297.58
EXT DEL 6-57	5-1-59	4-355078-59 #16	290.47	3.86	294.33
EXT DEL 9-57	5-1-59	4-355077-59 #16	287.25	3.86	291.11
EXT DEL 12-57	5-1-59	4-355076-59 #16	284.04	3.86	287.90
EXT DEL 3/58	5-1-59	4-355075-59 #16	102.30	1.41	103.71
EXT DEL 6-58	5-1-59	4-355074-59 #16	101.11	1.41	102.52
EXT DEL 9-58	5-1-59	4-355073-59 #16	96.04	1.34	97.38
EXT DEL 12-58	5-1-59	4-355072-59 #16	83.15	1.18	84.33
				Lien Fee	1.00
				TOTAL AMOUNT DUE	$ 2229.89

You are further notified that demand has been made upon the taxpayer for the amount set forth herein, and that such amount is still due, owing, and unpaid from this taxpayer, and that the lien provided for by Section 6321, Internal Revenue Code of 1954, now exists upon all property or rights to property belonging to the aforesaid taxpayer. Accordingly, you are further notified that all property, rights to property, moneys, credits, and bank deposits now in your possession and belonging to this taxpayer (or with respect to which you are obligated) and all sums of money or other obligations owing from you to this taxpayer are hereby levied upon and seized for satisfaction of the aforesaid tax, together with all additions provided by law, and demand is hereby made upon you for the amount necessary to satisfy the liability set forth herein, or for such lesser sum as you may be indebted to him, to be applied as a payment on his tax liability.

Dated at **Salem, Oregon** this **28th** day of **July** 19**57**

DISTRICT DIRECTOR OF INTERNAL REVENUE	BY (Signature)	TITLE
A. G. Ericksen	G E Gillogly	**Supervisor, Office Collection Force**

CERTIFICATE OF SERVICE

I hereby certify that this levy was served by handing a copy of this notice of levy to

NAME AND TITLE C. W. Head

on July 28, 1952 at 3:05 a.m. p.m. REVENUE OFFICER (Signature) William H. Rankel

MAKE YOUR REMITTANCE PAYABLE TO: Internal Revenue Service

MAIL DIRECT TO: Internal Revenue Service P. O. Box 509

SALEM, OREGON

ATTENTION: G. E. Gillogly, Collection Officer

SEC. 6321. LIEN FOR TAXES.

If any person liable to pay any tax neglects or refuses to pay the same after demand, the amount (including any interest, additional amount, addition to tax, or assessable penalty, together with any costs that may accrue in addition thereto) shall be a lien in favor of the United States upon all property and rights to property, whether real or personal, belonging to such person.

SEC. 6322. PERIOD OF LIEN.

Unless another date is specifically fixed by law, the lien imposed by section 6321 shall arise at the time the assessment is made and shall continue until the liability for the amount so assessed is satisfied or becomes unenforceable by reason of lapse of time.

SEC. 6331. LEVY AND DISTRAINT.

(a) AUTHORITY OF SECRETARY OR DELEGATE.--If any person liable to pay any tax neglects or refuses to pay the same within 10 days after notice and demand, it shall be lawful for the Secretary or his delegate to collect such tax (and such further sum as shall be sufficient to cover the expenses of the levy) by levy upon all property and rights to property (except such property as is exempt under section 6334) belonging to such person or on which there is a lien provided in this chapter for the payment of such tax. Levy may be made upon the accrued salary or wages of any officer, employee, or elected official, of the United States, the District of Columbia, or any agency or instrumentality of the United States or the District of Columbia, by serving a notice of levy on the employer (as defined in section 3401 (d)) of such officer, employee, or elected official. If the Secretary or his delegate makes a finding that the collection of such tax is in jeopardy, notice and demand for immediate payment of such tax may be made by the Secretary or his delegate and, upon failure or refusal to pay such tax, collection thereof by levy shall be lawful without regard to the 10-day period provided in this section.

(b) SEIZURE AND SALE OF PROPERTY.--The term "levy" as used in this title includes the power of distraint and seizure by any means. In any case in which the Secretary or his delegate may levy upon property or rights to property, he may seize and sell such property or rights to property (whether real or personal, tangible or intangible).

(c) SUCCESSIVE SEIZURES.--Whenever any property or right to property upon which levy has been made by virtue of subsection (a) is not sufficient to satisfy the claim of the United States for which levy is made, the Secretary or his delegate may, thereafter, and as often as may be necessary, proceed to levy in like manner upon any other property liable to levy of the person against whom such claim exists, until the amount due from him, together with all expenses, is fully paid.

SEC. 6332. SURRENDER OF PROPERTY SUBJECT TO LEVY.

(a) REQUIREMENT.--Any person in possession of (or obligated with respect to) property or rights to property subject to levy upon which a levy has been made shall, upon demand of the Secretary or his delegate, surrender such property or rights (or discharge such obligation) to the Secretary or his delegate, except such part of the property or rights as is, at the time of such demand, subject to an attachment or execution under any judicial process.

(b) PENALTY FOR VIOLATION.--Any person who fails or refuses to surrender as required by subsection (a) any property or rights to property, subject to levy, upon demand by the Secretary or his delegate, shall be liable in his own person and estate to the United States in a sum equal to the value of the property or rights not so surrendered, but not exceeding the amount of the taxes for the collection of which such levy has been made, together with costs and interest on such sum at the rate of 6 percent per annum from the date of such levy.

(c) PERSON DEFINED.--The term "person," as used in subsection (a), includes an officer or employee of a corporation or a member or employee of a partnership, who as such officer, employee, or member is under a duty to surrender the property or rights to property, or to discharge the obligation.

SEC. 6333. PRODUCTION OF BOOKS.

If a levy has been made or is about to be made on any property, or right to property, any person having custody or control of any books or records, containing evidence or statements relating to the property or right to property subject to levy, shall, upon demand of the Secretary or his delegate, exhibit such books or records to the Secretary or his delegate.

SEC. 6334. PROPERTY EXEMPT FROM LEVY.

(a) ENUMERATION.--There shall be exempt from levy--

(1) Wearing Apparel and School Books.--Such items of wearing apparel and such school books as are necessary for the taxpayer or for members of his family;

(2) Fuel, Provisions, Furniture, and Personal Effects.--If the taxpayer is the head of a family, so much of the fuel, provisions, furniture, and personal effects in his household, and of the arms for personal use, livestock, and poultry of the taxpayer, as does not exceed $500 in value;

(3) Books and Tools of a Trade, Business, or Profession.--So many of the books and tools necessary for the trade, business, or profession of the taxpayer as do not exceed in the aggregate $250 in value.

(b) APPRAISAL.--The officer seizing property of the type described in subsection (a) shall appraise and set aside to the owner the amount of such property declared to be exempt. If the taxpayer objects at the time of the seizure to the valuation fixed by the officer making the seizure, the Secretary or his delegate shall summon three disinterested individuals who shall make the valuation.

(c) NO OTHER PROPERTY EXEMPT.--Notwithstanding any other law of the United States, no property or rights to property shall be exempt from levy other than the property specifically made exempt by subsection (a).

GPO : 1958 O - 108224

Form 668-A
REV. DEC. 1957

S. TREASURY DEPARTMENT - INTERNAL REVE ERVICE

NOTICE OF LEVY

To: (Name of person holding property, moneys, etc., belonging to taxpayer)

State of Oregon, Highway Department, Salem, Oregon

You are hereby notified that there is now due, owing, and unpaid from

NAME AND ADDRESS OF TAXPAYER

Tuss Brothers, Thomas H. Tuss, Ptnr., Route 1 - Box 477 - Woodburn, Oregon

to the United States of America the sum of

Two thousand one hundred twenty six and 38/100——————— Dollars $ **2126.38**

for Internal Revenue taxes, to wit:

PERIOD AND TYPE OF TAX	DATE OF ASSESSMENT	ACCOUNT NO.	UNPAID BALANCE	STATUTORY ADDITIONS	TOTAL
EXT DEL	6/57	4-541000-59 #14	$ 570.41	$ 8.66	$ 579.07
EXT DEL	6/58	4-541002-59 #14	778.35	12.13	790.48
EXT DEL	6/59	4-541001-59 #14	743.70	12.13	755.83
				Lien Fee	1.00
				TOTAL AMOUNT DUE	$ 2126.38

You are further notified that demand has been made upon the taxpayer for the amount set forth herein, and that such amount is still due, owing, and unpaid from this taxpayer, and that the lien provided for by Section 6321, Internal Revenue Code of 1954, now exists upon all property or rights to property belonging to the aforesaid taxpayer. Accordingly, you are further notified that all property, rights to property, moneys, credits, and bank deposits now in your possession and belonging to this taxpayer (or with respect to which you are obligated) and all sums of money or other obligations owing from you to this taxpayer are hereby levied upon and seized for satisfaction of the aforesaid tax, together with all additions provided by law, and demand is hereby made upon you for the amount necessary to satisfy the liability set forth herein, or for such lesser sum as you may be indebted to him, to be applied as a payment on his tax liability.

Dated at **Salem, Oregon** this **28th** day of **July** 19**59**

DISTRICT DIRECTOR OF INTERNAL REVENUE	BY (Signature)	TITLE
A. G. Erickson	G E Gillogly	**Supervisor, Office Collection Force**

CERTIFICATE OF SERVICE

I hereby certify that this levy was served by handing a copy of this notice of levy to

NAME AND TITLE C W. Head

on July 28, 1959 at 3:05 ~~a.m.~~ p.m. REVENUE OFFICER (Signature) William H. Randall

MAKE YOUR REMITTANCE PAYABLE TO: Internal Revenue Service

MAIL DIRECT TO: Internal Revenue Service P. O. Box 509

SALEM, OREGON

ATTENTION: G. E. Gillogly, Collection Officer

RECEIVED
FORM E-30 SOM 4-56 1354
APR 59

FOR FILING
F-300 (14)
5266

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1959

NOTED
W. C. WILLIAMS

SUBJECT: Gravel Operation at Buell
Contract No. 5266

To: Mr. W. C. Williams
State Highway Engineer
O f f i c e

This is to inform you that in reply to our letter of April 17, 1959, subject as above, to Warren Northwest, Inc., we have received a letter from Shuler, Sayre, Winfree & Rankin, Attorneys for Warren Northwest Inc., to the effect that they will attempt to handle the matter with Mr. Hayter and his clients. They further advise, of course, that in so doing they reserve any and all rights they might have against the Highway Commission.

This would appear to dispose of the matter for the present and under the terms of the standard specifications it would appear there should be no liability on the part of the State to the contractor for the damages that have occurred.

G. E. ROHDE
Assistant Counsel

GER:hg
CC: Mr. Forrest Cooper
Mr. J. D. Walker
Mr. L. I. Lindas

RECEIVED
APR 23 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM F-133-X 12.5M RECEIVED
APR 21 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

F-3(10)7)
5266

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

REFERRED TO
State Highway Engineer

April 17, 1959

Warren Northwest, Inc.
9360 Hancock Drive
Portland 13, Oregon

Re: Gravel Operation at Buell
Contract No. 5266

Dear Sirs:

Please find enclosed herewith a copy of a letter which we have received from Mr. Philip Hayter, Attorney at Law, Dallas, Oregon, as well as a copy of my reply to same.

I anticipate that Mr. Hayter, on behalf of his clients, will undoubtedly be contacting your firm since he so indicated in his letter.

On this matter, it is the position of the State Highway Commission, that in the event actual claims are made by Mr. Hayter that it would be your responsibility, under the above contract, to satisfy or otherwise dispose of the same. You will note in the Special Provisions of the contract, on page 14, paragraph 5, your attention was directed to the manner in which the washing of gravel might necessarily have to be handled. Also, Section 1.7.16, of the Standard Specifications for Highway Construction (Issue of May 1, 1954), provides that a contractor will hold the State harmless from such types of claims. At this time, therefore, we herewith tender this entire matter to you for your further handling and disposition.

Yours very truly,

GEORGE E. RCHDE
Asst. Chief Counsel

FCMcK/ks
encl.

cc: W. C. Williams
Forrest Cooper
J. D. Walker

RECEIVED
APR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 6F128-X 12.5M 8-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 17, 1959

Mr. Philip Hayter
Attorney at Law
Dallas City Bank
Dallas, Oregon

Re: Gravel Operation at Buell

Dear Mr. Hayter:

Following the letter written to you by Mr. Frank McKinney of this office on April 3, 1959, I have investigated the matter to which you referred in your letter of March 27, 1959.

While we are more than willing to discuss this matter further with you at any time, if you so desire, it is my opinion that the State of Oregon would not be liable for any claims your clients believe they may have as a result of the above mentioned operation.

Yours very truly,

GEORGE E. ROHDE
Ass't Chief Counsel

FCMcK/ks

cc: W. C. Williams - attach. Hayter's letter
Forrest Cooper
J. D. Walker
Warren Northwest, Inc.

HAYTER & SHETTERLY
ATTORNEYS AND COUNSELORS AT LAW
DALLAS CITY BANK BUILDING
DALLAS, OREGON

PHILIP HAYTER
KENNETH E. SHETTERLY

TELEPHONE MAYFAIR 3-2375

RECEIVED
MAR 30 1959
LEGAL DEPT.

March 27, 1959

Oregon State Highway Commission
Salem
Oregon

Attention: Leonard I. Lindas, Esq.

Dear Sirs:

Gravel Pit Operation at Buell
State Highway No. 39 - Polk County

Buell Grange No 637.

We represent Roy H. Frazier, Anna Eisle, Alma M. Schroeder, and School District No. 34, all owners of property situated East and North of the State lands adjoining the highway and Mill Creek at Buell, from which Warren Northwest, Incorporated, is currently removing and crushing gravel under contract with the Commission.

As you know, the excavation and crushing operations on the State lands conducted by Warren Northwest on behalf of the Commission have resulted in pollution and excessive turbidity of both the surface water at Mill Creek and the domestic water supplies of the property owners named above. As pointed out in letter of February 9 by the State Sanitary authority to Warren Northwest its survey indicates that the pollution of the underground waters of our clients may continue to exist for quite some time, and in that event that it will be necessary to provide an alternate source of supply for these users. I understand that since that letter, Warren Northwest has made some alteration in the disposal of waste waters from its crusher into Mill Creek, but over the protest of the property owners has again resumed the excavation of gravel, with the announced intention of completing its contract on schedule regardless of the consequences to the property owners effected. Warren Northwest has also taken the position with the property owners that all responsibility for past damages and their future operations rest with the Commission. However, the property owners involved look to both you and the contractor for satisfaction of their claims.

The property owners do not wish to delay completion of the highway program or to seek a restraining order against continued excavation unless absolutely necessary to protect their rights. They have in mind certain suggestions for a compromise and solution of the problem, looking particularly to the provision for an alternate source of supply which will insure an adequate flow of uncontaminated water in the future. I should like to discuss these suggestions with your representatives as soon as possible, so that I may advise my clients on their next course of action.

HAYTER & SHETTERLY
ATTORNEYS

In the meantime, my clients decline to execute the type of "Release Agreement" you have recently prepared and submitted for consideration to Mrs. Schroeder on March 24.

Very truly yours,

PH:jr

Philip Hayter

RECEIVED
APR 8 - 1959
FOR FILING
7-300(14)
5266

April 6, 1959

1184

Mr. Curtiss M. Everts
State Sanitary Engineer
Oregon State Sanitary Authority
State Office Building
1400 S. W. Fifth Avenue
Portland 1, Oregon

Dear Sir:

Reference is made to your letter of March 17 regarding the pollution of Mill Creek resulting from the operation of a gravel bar adjacent thereto at Buell. You were sent a copy of our letter of March 25 from Mr. R. D. Asburry, Assistant Division Engineer, directing the contractor to abate this nuisance.

Subsequent to this letter, the contractor has made several operational changes in his mining and washing operations in an effort to abate the muddying of Mill Creek. Since these changes were made we have inspected the operations and it would appear that he has been quite successful.

We will, therefore, consider this matter closed unless further violations come to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Polk County Health Department
Dallas, Oregon

Mr. Forrest Cooper
Mr. Leonard I. Lindas
Mr. Tom Edwards
Mr. J. D. Walker

LHY:fp:as

FORM WPC-19

MEMBERS OF THE AUTHORITY
HAROLD WENDEL, CHAIRMAN, PORTLAND
DR. HAROLD M. ERICKSON, PORTLAND
LEWIS A. STANLEY, SALEM
HAROLD T. JOHNSON, ASTORIA
B. A. McPHILLIPS, McMINNVILLE
EDWARD C. HARMS, JR., SPRINGFIELD
CURTISS M. EVERTS, JR., SECRETARY
PORTLAND

STATE OF OREGON
OREGON STATE SANITARY AUTHORITY
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND 1

MAILING ADDRESS:
P. O. BOX 231
PORTLAND 7, OREGON
TELEPHONE:
CA 6-2161

PLEASE RETURN TO
FORREST COOPER

March 17, 1959

Oregon State Highway Commission
State Highway Department
Salem, Oregon

Re: IW 19-0
(Warren Northwest, Inc.
Buell, Oregon)

Attention: W. C. Williams, State Highway Engineer

Gentlemen:

The sand and gravel mining and washing operations being conducted by your contractor, Warren Northwest, Inc., at Buell, Oregon, are causing gross pollution in the public waters of Mill Creek, a tributary of the South Yamhill River. Because such pollution is in violation of state law (ORS 449.010, ORS 449.105 and other sections pertaining to pollution control) we must insist that it be abated immediately.

Since January 29, 1959, when this matter was first brought to our attention several inspections have been made by representatives of this Authority. The last such inspection was on Monday, March 16, 1959. On February 9 a letter was sent to the contractor advising him that steps would have to be taken at once to abate the pollution. The contractor subsequently installed a series of small settling ponds for the purpose of removing settleable solids from the wash waters being discharged into Mill Creek. Although such facilities helped to reduce the quantity of solids entering the creek, they have not been anywhere near adequate to prevent gross pollution in the downstream waters. The mud and excessive turbidity which still exist whenever the operations are underway are injurious to fish life and other beneficial water uses. Several complaints have been received recently from persons who have been detrimentally affected by these conditions.

File Action N.P.I.

Unless this pollution is abated immediately the Sanitary Authority will have no alternative but to take appropriate legal action to obtain compliance with the laws of the state pertaining to pollution control. We will appreciate any assistance your department can give us in this matter.

Very truly yours,

Curtiss M. Everts

CURTISS M. EVERTS
State Sanitary Engineer

KHS:lb

cc: Warren Northwest, Inc.
cc: Polk County Health Dept.

RECEIVED
MAR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 57.5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 3, 1959

Mr. Philip Hayter
Attorney at Law
Dallas City Bank Building
Dallas, Oregon

Re: Gravel operation at Buell
Polk County

Dear Mr. Hayter:

Mr. Leonard I. Lindas has handed to me for reply your letter of March 27, 1959, with respect to the above matter.

This is to advise you that we are taking this entire matter under consideration and as soon as we have reached a conclusion we will contact you so that a conference can be arranged as suggested in your letter.

Yours very truly,

FRANK C. McKINNEY
Chief, Office Section

FCMc:bk
cc - L. I. Lindas
Forrest Cooper

RECEIVED
APR - 6 1959
OFFICE OF
DISTRICT ENGINEER

RECEIVED
APR 1 - 1959
FOR FILING
5266

Salem, Oregon
March 30, 1959

Mr. Leonard I. Lindas
Chief Counsel
O F F I C E

Pollution of Mill Creek
Valley Junction-Wallace
Bridge Section
Salmon River Highway

The State Sanitary Authority has been complaining that, due to the operations of one of our contractors, Warren Northwest, Inc., we are polluting Mill Creek in Polk County. It has threatened legal action to abate the so-called nuisance.

It is our position with the contractor that he is responsible for his acts, including any pollution of the stream by reason of his operations.

I assume that if the sanitary authority seeks recourse to the courts to abate the nuisance, it would probably be in the nature of a suit to enjoin the contractor and/or the State from continuing an operation that results in pollution. I assume that such legal proceedings would be handled by some attorney assigned by the Attorney General.

I would suggest that in the event legal action is started that it be against the contractor rather than against the State. It is our feeling that we have ample language in the contract shifting any liability to the contractor; however, if the State were enjoined or made party to a suit, it might give the contractor a claim against the Highway Commission.

This whole thing may be a bit far-fetched and I have no idea of the legal implications; however, I would suggest that you look into it to be sure that in this, and possibly other like cases, that action be against the contractor - not against the State, as joining the State as a party defendant would at least give the contractor a toe hold for a claim.

Please give me your thinking.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards

FORM S-1233 REV 1-59

COMMISSIONERS

CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 25, 1959

Warren Northwest, Inc.
Post Office Box 5072
Portland, Oregon

Subject: Pollution of Mill Creek
Valley Jct.-Wallace Bridge Section
Salmon River Highway
Contract No. 5266

Gentlemen:

We have received a letter, a copy of which was sent to you, from the State Sanitary Engineer regarding the pollution of Mill Creek by your operations in producing surfacing materials for the subject contract. This pollution is in violation of state law.

The "Standard Specifications for Highway Construction", which is a part of the subject contract, very clearly outlines the contractor's responsibility in this matter in Sections 1.7.31 and 1.7.32. Section 1.7.31 states in part, "The contractor shall carry out his operations in conformity with the applicable sections of ORS chapter 449 and all regulations which are adopted pursuant thereto." The fact that this situation might arise on the subject project was brought to your attention on page 14 of the Special Provisions for this project under the subheading "Removal of Objectional Fines if State Sources are Used":

"If materials from this source is used in the production of base materials for the project, it shall be incumbent upon the contractor to determine all factors involved in obtaining therefrom materials which shall fully comply with all quality requirements specified for the base materials to be incorporated in the project. All expense involved in screening operations, washing, scrubbing or in other operations necessary to remove excessive fine material and otherwise to provide furnished products conforming to the specifications shall be borne by the contractor.

"If washing operations are employed the contractor's attention is called to Article 1.7.32 of the standard specifications."

This pollution must be abated immediately. According to the contract this is your responsibility so we are looking to you to take such

CONSTRUCTION DIVISION
RECEIVED
MAR 25 1959
NOTED-

steps as are necessary to resolve this undesirable situation immediately.

Very truly yours,

J. D. Walker
Division Engineer

By R. D. Asbury

R. D. Asbury
Assistant Division Engineer

HDA:AM
cc State Sanitary Engineer
Polk County Health Department
Mr. Tom Edwards
Mr. Ross Harris

RECEIVED
MAR 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR [illegible] 1959
FOR FILING
[illegible]
5266

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 25, 1959

To: Mr. J. D. Walker
Division Engineer
O f f i c e

SUBJECT: Valley Junction-Wallace Bridge
Salmon River Highway
Contract No. 5266

I handed Mr. Ray Asburry a copy of a communication from the State Sanitary Engineer yesterday. This will confirm my instructions to him at that time.

Please notify Warren Northwest, the contractors on this project, that the muddying of Mill Creek must be abated immediately. Call their attention to the fact that it is a contractual agreement between the State and the contractor to observe and comply with all federal and state laws, local laws, ordinances and regulations affecting the conduct of the work, with particular emphasis on General Specifications 1.7.1 and 1.7.31.

It is suggested that a copy of your letter to the contractor be sent to the State Sanitary Engineer.

Please report.

RECEIVED
FORREST COOPER

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper

RECEIVED
MAR 25 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 25 1959
FOR FILING
F 300(14)
5266

March 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Valley Jct.-Wallace Br. Unit, Valley Jct.-Sheridan Section of the Salmon River Highway in Polk County, Contract No. 5266, in connection with Federal Aid Project No. F-300(14).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
MAR - 3 1959
FOR FILING

F 300(04)

5266

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1959

SUBJECT: Valley Junction-Wallace Bridge Section
Salmon River Highway
Contract No. 5266

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I am submitting herewith a State Force Order in the amount of $1,050 for the correction of a bad water situation which developed in the Buell area due to our gravel pit operations there. The order covers:

1. Furnishing of water in tank trucks to the Buell School.

2. Payment to the occupants of a residence adjacent to the School for their effort in supplying clean water.

3. Cost of pumping out and cleaning up the wells at the completion of our pit operations.

Work on this corrective action was begun some time ago and was approved by Mr. W. C. Williams.

In view of the above, it is recommended that this State Force Order be approved as submitted. Attached hereto is a copy of a letter to Mr. Charles Sherman, County Sanitarian, in answer to his inquiry about what action we were going to take as a corrective measure.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

RECEIVED
MAR - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:fp

Enc.

FORM E-123-X

RECEIVED
FEB 16 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
ROBERT B. CHESSMAN, MEMBER, ASTORIA
KENNETH N. FRIDLEY, MEMBER, WASCO
FLOYD QUERY, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 11, 1959

Mr. Charles Sherman
County Sanitarian
County Health Department
Dallas, Oregon

Valley Jct.-Wallace Bridge
Salmon River Highway

RECEIVED
FEB 13 1959
STATE HIGHWAY ENGINEER

Dear Sir:

Reference is made to the water situation at Buell, resulting from our operation of a gravel pit in the area.

The water going into the well for the Buell School and the Frazer residence has considerable fines in suspension, discoloring it considerably and making it undesirable for consumption. The particles in the water are very fine and will not settle out readily. Gravels through which this water is presently percolating between our pit operations and the shallow wells normally provide an excellent filter. Therefore, we do not believe that we could do any good with filters for clarifying the water.

The only logical solution that we can find is to haul water to the Frazer place and the School for consumption. We have made this proposal to these people and they are currently considering the same, the Frazers having indicated that they thought it would be all right. The School Board is meeting tomorrow night at Buell and will consider the proposal that we furnish a container and reimburse them for keeping suitable water in it for consumption by the School.

As explained to you by Mr. Young, Assistant Construction Engineer, yesterday, this condition will probably prevail for about three months. At the end of this time, we propose to completely pump and clean up the affected wells with the thought in mind that with our ceasing operations, the normal water conditions should again prevail.

Very truly yours,

RECEIVED
FORREST COOPER

TE:jw

Tom Edwards
Construction Engineer

cc W. C. Williams
Forrest Cooper

Mr. Cooper: This was sent direct by the Construction Department on Mr. Williams' explicit orders.

TE

RECEIVED
DEC 22 1958
FOR FILING

F-300(14)

5266

December 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 15, 1958, on Contract No. 5266, Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section, in Polk County, in connection with Federal Aid Project No. F-300(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

F-Fed 5266

RECEIVED
SEP 17 1958
FOR FILING

Monthly Transaction No. 9192

Project Report No. 5

Form -2 (9-1- 57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon

County Polk

Project No. F-300(14)

FEDERAL-AID PROJECT AGREEMENT

5266 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From W. end F-300(13) to W. end F-300(10).
(Valley Jct.-Wallace Bridge Section) on State Highway 39

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering	6-20-58	- - - -
Rights-of-Way		
Construction	6-24-58	3.522
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 363,702.00	$ 225,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer September 16, 1958

USComm-DC 40257

September 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Valley Junction-Wallace Bridge Section, Project No. F-300(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RNC:maj

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Valley Junction-Wallace Bridge Section, Project No. F-300(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RWC:ar

Oregon State Highway Department

Federal Aid
Project No. F-300(14)

VALLEY JUNCTION-WALLACE BRIDGE SECTION OF

THE SALMON RIVER HIGHWAY IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 20, 1958

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code 6201
Roadway (Sta. 61+01.40 to Sta. 254+00) (Contract No. 5266)

General Excavation, Unclassified	4,640	cu. yds.	$ 0.65	3,016.00
12-inch Concrete Pipe	40	lin. ft.	5.00	200.00
1½-inch Electrical Conduit	100	lin. ft.	1.75	175.00
Metal Sight Posts, Double Reflector	500	only	3.90	1,950.00
Galvanized Metal Guard Rail	3,100	lin. ft.	2.55	7,905.00
Coarse Crushed Materials in Base	131,700	tons	1.30	171,210.00
3/4" - 0 Material in Base	16,200	tons	1.45	23,490.00
Sprinkling	2,500	M-gals.	2.00	5,000.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	1,180	tons	2.00	2,360.00
Furnishing and Placing Aggregates	3,000	tons	2.50	7,500.00
RC-3 Asphalt	120	tons	40.00	4,800.00
120-150 Asphalt	180	tons	36.00	6,480.00
RS-1 Asphalt	54	tons	40.00	2,160.00
Asphaltic Concrete Mixture	16,900	tons	3.25	54,925.00
85-100 Asphalt in Mixture	1,010	tons	31.00	31,310.00
Extra for Asphaltic Concrete Approaches	24	only	25.00	600.00
Asphaltic Concrete Traffic Markers	1,800	lin. ft.	0.60	1,080.00
				$325,161.00
Flagging (57½ of Contractor's Cost)	All	Required		750.00
Slide Removal				2,000.00
			Subtotal	$327,911.00
			10% Engr. & Cont.	32,791.10
			Total	$360,702.10

Length of Roadway	3.522 Miles
Length of 2 Structures	0.127 Mile (Exception)
Total Length	3.649 Miles
Cost of Roadway per Mile	$102,414.00

Project No. F-300(14)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway	360,702.10	223,200.00	137,502.10
	$363,702.10	$225,000.00	$138,702.10

State Funds for Const. Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-300(14)

VALLEY JUNCTION-WALLACE BRIDGE SECTION OF

THE ALMON RIVER HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon June 18, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code 6201
Roadway (Sta. 61+01.40 to Sta. 254+00)

General Excavation, Unclassified	4,640 cu. yds.	$ 0.75	$ 3,480.00
12 Inch Concrete Pipe	40 lin.ft.	2.75	110.00
1½ Inch Electrical Conduit	100 lin. ft.	1.75	175.00
Metal Sight Posts, Double Reflector	500 only	3.75	1,875.00
Galvanized Metal Guard Rail	3,100 lin. ft.	3.00	9,300.00
Coarse Crushed Materials in Base	131,700 tons	1.30	171,210.00
3/4" - 0 Material in Base	16,200 tons	1.45	23,490.00
Sprinkling	2,500 M-Gals.	3.00	7,500.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	1,180 tons	2.50	2,950.00
Furnishing and Placing Aggregates	3,000 tons	2.75	8,250.00
RC-3 Asphalt	120 tons	45.00	5,400.00
120-150 Asphalt	180 tons	45.00	8,100.00
RS-1 Asphalt	54 tons	50.00	2,700.00
Asphaltic Concrete Mixture	16,900 tons	3.60	60,840.00
85-100 Asphalt in Mixture	1,010 tons	38.00	38,380.00
Extra For Asphaltic Concrete Approaches	24 only	30.00	720.00
Asphaltic Concrete Traffic Markers	1,800 lin. ft.	1.00	1,800.00
			$347,280.00
Flagging (57½ of Contractor's Cost)	All Required		750.00
Slide Removal	All Required		2,000.00
	Subtotal		$350,030.00
	10% Engr. & Cont.		35,003.00
	Total		$385,033.00

Length of Roadway	3.522 Miles
Length of 2 Structures	0.127 Mile (Exception)
Total Length	3.649 Miles
Cost of Roadway Per Mile	$109,322.26

Valley Junction-Wallace Bridge Section

Project No. F-300(14)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway	385,033.00	238,200.00	146,833.00
	$388,033.00	$240,000.00	$148,033.00

FORM E-128 SM 4-58

RECEIVED
AUG 22 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

E-300 (14)
5266

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 21, 1958

Warren Northwest, Inc.
9860 Hancock Drive
Portland 13, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5266, awarded July 31, 1958, for paving on the Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
FOR FILING

August 1, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 5[illegible] for paving on Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway in Polk County.

This award was based on your bid of $325,1[illegible]1.00 which was the low bid submitted to the Commission on July 10, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. M. Probert
R. G. Savage (SIAC)
I. D. Merchant

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED
AUG 5 1958
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-0

July 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5266 for Oregon Project F-300(14), Valley Junction-Wallace Bridge Unit of the Salmon River Highway, to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of $325,161.00 at the July 10, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
AUG 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL - 1958
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-300(14)
08-35.4

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-300(14), Valley Junction-Wallace Bridge Unit, Valley Junction-Sheridan Section of the Salmon River Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

RECEIVED
JUN 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1958

SUBJECT: Old Salmon River Highway Improvement
South of Willamina
Polk and Yamhill Counties.

To:

Mr. Tom Edwards
Construction Engineer
O f f i c e

NOTED
W. C. WILLIAMS

As instructed, a windshield estimate has been prepared for improvement of a short section of the Old Salmon River Highway southwesterly from Willamina in Polk County. Also included is the cost for construction of a new bridge on this highway across Willamina Creek in Yamhill County.

The section in need of improvement is approximately 0.3 mile south of Willamina Creek and extends southerly for about 0.35 mile. This section at present has three short radius reversing curves with a bad grade roll. Improvement involved the use of a compound curve to eliminate this reversing alignment.

It will be necessary to purchase one abandoned ramshackle house and a shed lying on the east side of the existing highway. Right of way costs include this and any additional right-of-way that will be required. Property lying on the hillside to the west will not be seriously affected.

Cost for moving telephone and power poles is assumed to be borne by the utility companies with the exception of two poles which appear to lie outside the existing right-of-way; the cost of moving these two poles is included.

The existing bridge over Willamina Creek is an 80-foot steel pony truss with wood approaches paved with asphalt; it has a horizontal roadway clearance of 17 feet with a 5-foot pedestrian walk on the east side. The total length of this structure including approaches is 190 feet. The Bridge Division was contacted concerning the cost of replacing this structure; their estimate was $100,000 including $15,000 for a detour. This bridge cost also includes a five-foot sidewalk on each side.

The estimate is based on two 11-foot travel lanes with 4-foot shoulders. For base and wearing course, 3½ inches of asphaltic concrete, 1½ inches of leveling course and 8 inches of bottom course base is used. Unit costs were obtained from the Cost Analysis Section.

Attached are the estimate and sketch map showing the limits of this proposed improvement.

Victor D. Helfs
Reconnaissance Engineer

By
William H. Tebeau

William H. Tebeau

WHT:fp

Attachments.

RECEIVED
APR 2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

3½" Asph. conc.; 1½" Leveling Crse.; 8" Base Crse.

TYPICAL SECTION

File Copy.

WILLAMINA

MAIN

100,000

WILLAMETTE RIVER

FIR ST

WILLOW ST

END ST.

SALMON R. HWY.

YAMHILL COUNTY
POLK COUNTY

Cemetery

5+00

A

8°

39,000

Hwy

6°

23+50

To Wallace Bridge

B

McGEE LOGGING Co
SAW MILL AND Y. RD

YAMHILL RIVER

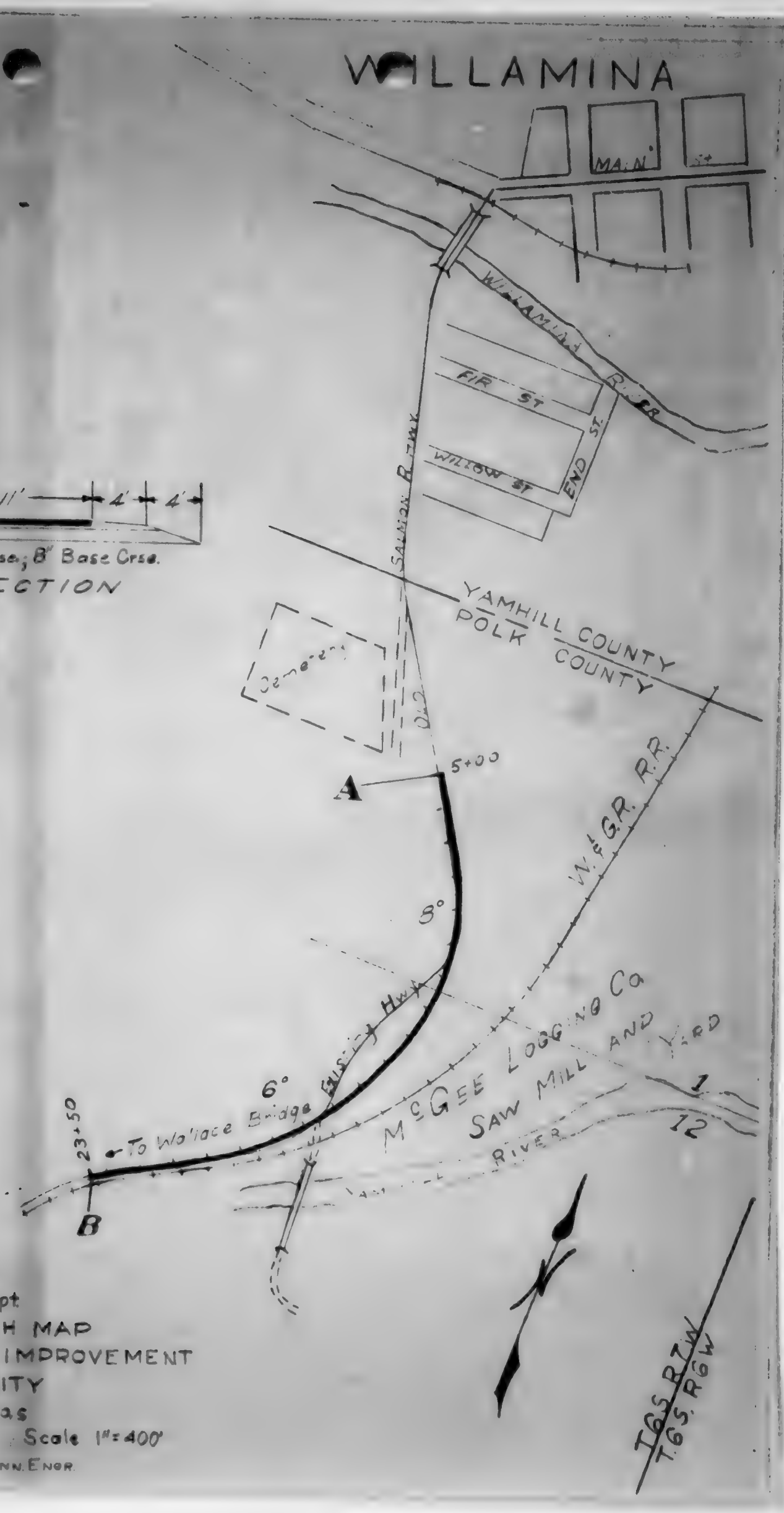
W. & G. R. R.

T6S R2W
T6S R6W

Oregon State Hwy. Dept.
RECONNAISSANCE SKETCH MAP
OLD SALMON RIVER HWY. IMPROVEMENT
WILLAMINA VICINITY
POLK, YAMHILL Cos
March 1958 Scale 1"=400'
VICTOR D WOLFE RECONN. ENGR

3½" Asph. conc.; 1½" Leveling Crse.; 8" Base Crse.

TYPICAL SECTION



Oregon State Hwy. Dept.

RECONNAISSANCE SKETCH MAP

OLD SALMON RIVER HWY. IMPROVEMENT

WILLAMINA VICINITY

POLK, YAMHILL Cos

March 1958 Scale 1"=400'

VICTOR D. WOLFE RECONN. ENGR.

OLD SALMON RIVER HWY. (ORE 18) IMPROVEMENT

Willamina Vicinity
Polk & Yamhill Counties
Windshield Estimate

A - B

Length 0.35 Mile

Item	Unit	Net	Allow	Gross	Unit Price	Amount
1. Clearing & Grubbing	All Spec.				LumpSum	$ 500
2. Drainage Exc.	Cu.Yd.	58	15	73	$ 3.00	220
3. General Excavation	" "	7100	1800	8900	0.60	5,340
4. Short Overhaul	Yd.Sta.	11000	2750	13750	0.02	275
5. Finishing Rdbd & Slopes	Mile	0.35		0.35	1,000.00	350
6. 24" Conc. Culv. Pipe	Lin.Ft.	168	42	210	6.00	1,260
7. Cres. Crsh'd Mat'l in Base	Cu.Yd.	2100	525	2625	2.10	5,510
8. 3/4-0 Mat'l in Base & Shoulders	Cu.Yd.	536	134	670	2.35	1,580
9. Sprinkling	M/Gal	66	16	82	3.00	250
10. Preparation of Base	Mile	0.35		0.35	250.00	90
11. Aggregate in Binder	Cu.Yd.	41	10	51	3.75	190
12. Asphalt in Binder	Ton	6	2	8	90.00	400
13. Class "B" Asphaltic Conc.	Ton	906	226	1132	7.50	8,490
14. Emulsified Asphalt in Tack	Ton	1		1	75.00	75
15. Metal Sight Posts	Each	10	3	13	3.00	40
16. Adjust Utilities	All				LumpSum	400
						$24,970
				Engineering & Contingencies		10,030
				Subtotal		35,000
				R/W	LumpSum	4,000
				Total Cost		$39,000

Replacing Bridge Over Willamina Creek
Lump Sum Cost Secured from Bridge Division
(Including $15,000 for detour) $100,000

WILLAMINA

COST OF REPLACING BRIDGE - DETOUR INCL. $100,000

3½" Asph. conc.; 1½" Leveling Crse.; 8" Base Crse.

TYPICAL SECTION

A-B 0.35 MILES	
Const. Cost.	$35,000
R/W	4000
Total Cost	39,000

MAIN St.

WILLAMINA RIVER

FIR ST

WILLOW ST

END ST

SALMON R. HWY

YAMHILL COUNTY

POLK COUNTY

Cemetery

Old

5+00

A

8°

6°

23+50

B

To Wallace Bridge Existing Hwy

W. & G.R. R.R.

McGEE LOGGING Co SAW MILL AND Y-RD

YAMHILL RIVER

1

12

T.6S. R.7W.

T.6S. R.6W.

Oregon State Hwy. Dept.

RECONNAISSANCE SKETCH MAP

OLD SALMON RIVER HWY. IMPROVEMENT

WILLAMINA VICINITY

POLK, YAMHILL Cos

March 1958 Scale 1" = 400'

VICTOR D. WOLFE RECONN. ENGR.

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MAR 28 1958
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F-20: 174
5206

Salem, Oregon
March 25, 1958

Mr. Tom Edwards
Construction Engineer
Department

Request for report - improvement of short section of old highway southwesterly from Willamina

A delegation from Willamina recently called on Mr. Williams with respect to making an improvement in a short section of the old highway southwesterly from Willamina to improve the bad alignment at that point. Also included in the package would be construction of a new bridge across Willamina Creek.

Will you please take the necessary steps to secure a windshield estimate of this suggested project and secure from the Bridge Department an estimate for a new bridge, which should be included in the report.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. W. C. Williams
Mr. Ivan Merchant

327-1709 Willamina (Cherry Ave. & James St.) Sec. 1958

#5267

Sp State Tax
Street Fund
2 2

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OCT 15 1958
FOR FILING

NOTE
W. C. WILLIAMS

W. C. Williams

October 10, 1958

FINAL COST ANALYSIS

Willamina (Cherry Ave. & James St.)
Stone Base and Paving
Contractor: Central Paving Company
Resident Engineer: Kenneth E. Bartel

327-1709

Contract #5267

Prefix: 327-1709

Items	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Cr. Material in Base	961	Cu. yd.	4.00	2.32	2,226.19	3,844.00
3/4"- 0 Crushed Material in Base	127	" "	4.25	3.25	412.47	539.75
Sprinkling	4	M/Gal.	4.00	3.43	13.73	16.00
Class "B" Asphalt Concrete	705.22	Ton	11.00	9.68	6,828.04	7,759.62
					$ 9,480.43	$12,159.37

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STATE HIGHWAY ENGINEER

Gross Revenue	$ 12,159.37
Total Cost	9,480.43
Net Profit	$ 2,678.94

Net Profit equals 22% of Gross Revenue

Detail of Cost

Labor:		
Labor	$ 1,153.32	
Labor Insurance	108.41	
Health and Welfare	34.60	
		$ 1,296.33
Materials		
Base Rock purchased from commercial plant	$ 2,050.90	
Class "B" Asph. purchased from Salem plant	3,527.10	
		$ 5,578.00
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental (Owned)	$ 425.90	
Equipment Rental (Hired)	1,439.06	
Gas, Oil and Grease	88.45	
Bond	91.19	
P.L. & P.D. Insurance	14.42	
Small Tools and Miscellaneous Supplies	121.50	
Home Office and General Overhead	425.58	
		$ 2,606.10
TOTAL COST		$ 9,480.43

Remarks:

This was a "State Project" calling for stone base and paving of 0.15 mile roadbed on Cherry Avenue and James Street in the City of Willamina in Polk County.

The contract was bid July 10, 1958, awarded July 30, 1958. Work started July 16,1958 and the project was completed August 18, 1958.

The contractor moved in his Blade and Roller and started processing the base rock and 3/4-0 rock, that was purchased and hauled to the project from Burch Gravel Co. located near Buell, which required one day. It required one day to haul and lay the Class "B" asphaltic concrete on James Street. The material was purchased at the Commercial Plant located at Salem and hauled by hired trucks to the project and laid with a Barber Greene Paver and a Roller. After this days work the project was closed down due to the strike on July 21, 1958. Work was resumed August 13th, hauling and placing base and 3/4-0 rock and paving. The project was completed August 18, 1958.

The contractor had good bid prices, good equipment and supervision, realizing an excellent profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

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OCT 15 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Oct. 10, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5267	3 Final	Central Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23372	H 225236	$ 500.00	10/10/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G R Wentworth
ACCOUNTING DIVISION

Specified completion date: 50 workdays from Aug. 11, 1958

Time Extensions: None

Completion Date: Aug. 18, 1958

Date Accepted: Sept. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 13, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 13 1958

NOTED ON CARD

RECEIVED
OCT 3 1958
FOR FILING

321.1709

5267

October 2, 1958

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 5267 for work performed on the Willamina (Cherry Ave. & James St.) City Street Section in Polk County was completed by the contractor, Central Paving Company, on August 18, 1958 and was formally accepted by the Highway Commission on September 11, 1958.

Final payment in the amount of $500.00 will be released to the contractor on or after October 13, 1958. The total contract amount is $12,159.37 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 29 1958
FOR FILING

5267

Sept. 26, 1958

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Central Paving Company in connection with Contract No. 5267, for stone base and paving on the Willamina (Cherry Ave. & James Street) Section in Polk County.

This payment, in the amount of $6,716.35, will be released to the contractor on or after October 6, 1958. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1-10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 23, 19 58

Section Willamina (Cherry Ave. & James St.)
Kind of work Stone Base & Paving

Highway City Street County Polk
Section prefix 327-1709

Contractor Central Paving Co.
Contract number 5267

Date of contract July 31, 1958
Specified work days 50 begin. Aug. 11, 58

Date work started July 16, 1958
Work days used 4

Project authorization . . . . . $ 12,465.56
Exclusive of engineering . . . . $ 11,579.12
Per cent of time elapsed 8 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 12,159.37

Estimated per cent overrun or underrun . . . . . 4.65 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 886.44

Engineering cost to date $ 840.00, 94.8 %

Date project was completed August 18, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed this project on Monday, Aug. 18, 58. The final job was quite satisfactory. The contractor cooperated at all times in trying to obtain the best possible job.

CONSTRUCTION DIVISION
RECEIVED
AUG 22 1958

Noted
M. N. Juve

NOTED-- CE ACE ACE COE

NOTED
C. E. PAULSEN

Signed Kenneth E. Bartl

Address Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.15			0.15
Miles partially completed		0.15			0.15
Miles completed		0.15			0.15
Total estimated quantities (contract)		1280 c.y.			520 Tons
Total quantities corrected to date		1088			705.42
Estimated quantities moved or placed to date		All			All
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					5
Men					4
Supervision					1
Men and trucks under 3 tons					
Men and trucks over 3 tons					2
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ...1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

FORM E-183 SM

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AUG 21 1958
FOR FILE

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

5267

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 20, 1958

Central Paving Company
P. O. Box 38
Independence, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5267, awarded July 31, 1958, for stone base and paving on the Willamina (Cherry Ave. & James St.) Section in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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MAY 1 1958
FOR FILING

Salem, Oregon
May 13, 1958

Mr. C. G. Swenson
City & County Relations Dept., Engr.
O f f i c e

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with the City of Willamina covering the Special City Allotment project on Cherry Avenue and James Street in Willamina.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Willamina, Oregon.

Secretary

rn
Attach: 1

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1958

SUBJECT: $250,000 Fund (1958) Agreement
Willamina

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Special City Allotment project on Cherry Avenue and James Street in Willamina. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 5, 1957.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Apr. 30, 1958

AUTHORIZED BY LEGISLATIVE COMMISSION
DATE 12-5-57 Minute Page 37
Secretary

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APR 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1958
FOR FILING

327-1709

5.67

May 13, 1958

Leota E. Noreen, City Recorder
City Hall
Willamina, Oregon

Dear Miss Noreen:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Willamina covering the Special City Allotment project on Cherry Avenue and James Steeet in Willamina.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

4-15-58

ORDINANCE NO. 275

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF WILLAMINA, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF CHERRY AVENUE FROM THE COUNTY ROAD (SO. CITY LIMITS) to JAMES STREET; JAMES STREET FROM CHERRY AVENUE TO SOUTH MAIN STREET OR HIGHWAY 18, A DISTANCE OF APPROXIMATELY 0.15 MILES, AND DECLARING AN EMERGENCY.

WHEREAS, the City of Willamina, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision of ORS 366.800 and 366.805; and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Cherry Avenue from south city limits to James Street, and James Street from Cherry Avenue to South Main Street or State Highway No. 18; and

WHEREAS, in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part her eof, the State Highway Commission has agreed to pay the cost of the project up to $20,000, and the City of Willamina to pay all cost in excess of $20,000.

THE PEOPLE OF THE CITY OF WILLAMINA, OREGON DO ORDAIN AS FOLLOWS:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Willamina, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Cherry Avenue and James Street to South Main Street in said city, and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver

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APR 17 1958
ENGINEER
COUNTY & CITY RELATIONS

such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1958 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Willamina, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated May 28, 1957.

Passed unanimously by all Councilmen voting aye.

Submitted to and approved by the Mayor the 15 th day of April, 1958, at an adjourned regular council meeting.

Frank M. Smelser
Mayor

ATTEST:

Iorta E. Moreen
City Recorder

Filed this 16th day of April, 1958.

Iorta E. Moreen
City Recorder

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

February 17, 1958

Mr. Oscar Pederson, Director
Federal Housing Administration
Portland 14, Oregon

Ref: PM:JS

Re: FHA Case 443-01033
371 SW James Street
Willamina, Oregon

Dear Mr. Pederson:

I am replying to your letter of February 13 concerning improvements to be made on James and Cherry Streets in Willamina.

A cooperative project has been approved by the State Highway Commission on these streets wherein the city of Willamina is to grade, drain, and construct concrete curbs at expense of the city. The State proposes to place the base course and asphaltic concrete pavement at state expense. It is anticipated that this project will be completed by September of 1958.

Any assessment as to the city's portion of the project will be made by the city of Willamina.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm

cc: Mrs. Leota E. Moreen,
Willamina City Recorder

J. D. Walker

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

FEDERAL HOUSING ADMINISTRATION

February 13, 1958

OFFICE OF
THE DIRECTOR
PORTLAND, OREGON

IN REPLY PLEASE REFER TO: PM:JS

Mr. L. L. McIntyre
Resident Engineer
State Highway Department
Salem Shops
Salem, Oregon

Re: FHA Case 443-01033
371 S.W. James St.
Willamina, Oregon

Dear Mr. McIntyre,

We own property located on corner of James and Cherry Streets, Willamina, Oregon, which we wish to sell. We have been informed that the State of Oregon is going to install street improvements and curbs on these streets.

In order to establish our sales program we would appreciate the following information:

1. Your verification that these improvements are going to be made.

2. To what extent the State of Oregon will pay for these improvements.

3. About how long before this work will be completed.

4. To whom will this assessment be payable.

Your cooperation is most appreciated.

Very truly yours,

Oscar Pederson
Director

No. 21

4-9-57

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APR 11 1957

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Willamina is an incorporated city of the State of Oregon, and has a population of 1080, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

Form cc-50 (1953 Rev.)
Special City Allotment

James Street and Cherry Street from James Street to the South City Limits

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

James Street and Cherry Street from James Street to the City limits on the south

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Willamina, Oregon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Frank Smelser as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9th day of April, 1957.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

Clifford Lord
Offered by

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Willamina, Oregon at a regular or special meeting of said Council, held on the 9th day of April, 1957, and the above copy is a true and correct copy of the original and of the whole thereof.

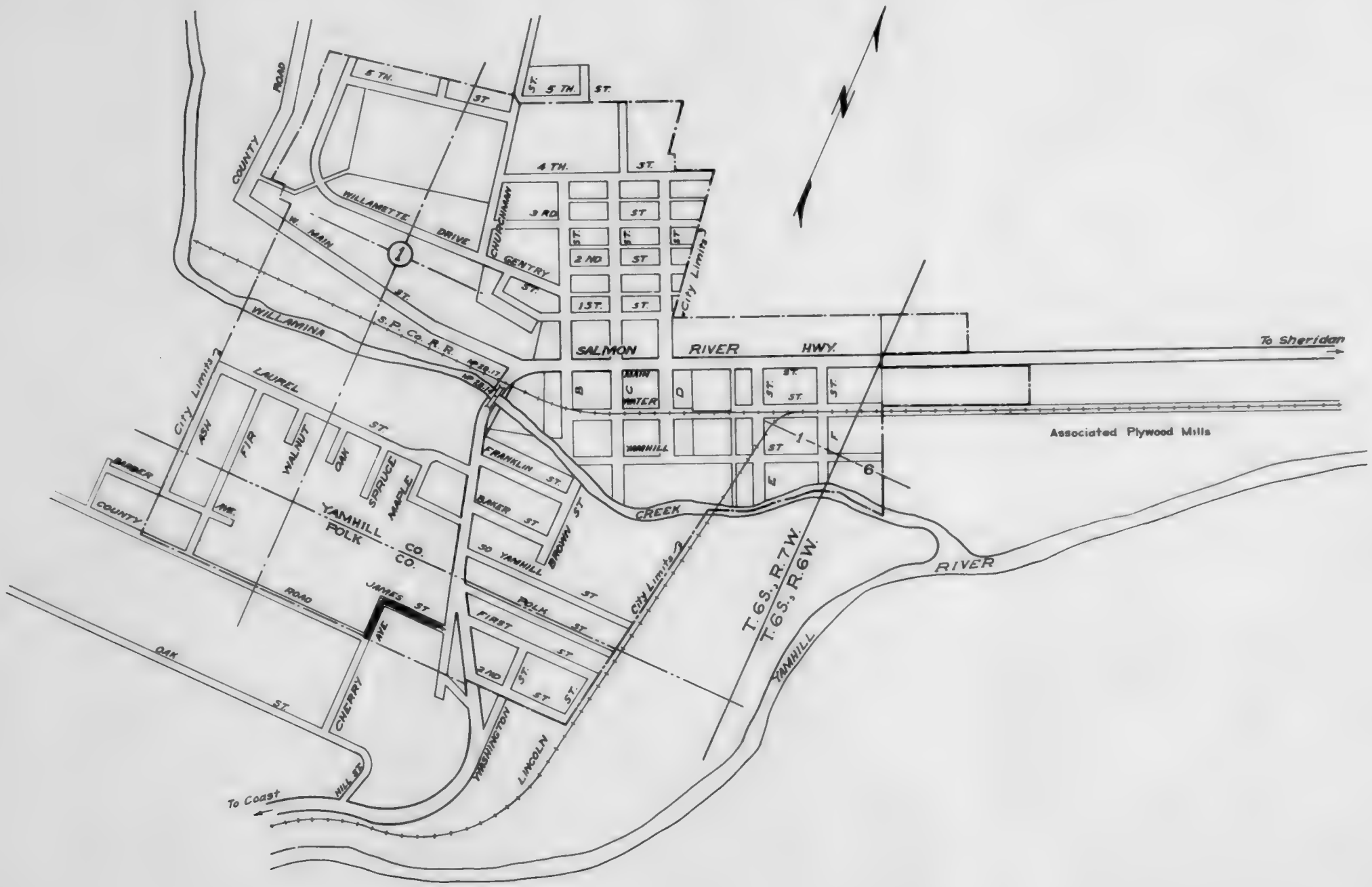
Dated this 9th day of April, 1957.

Frank Smelser
Mayor of Said City

Leola E. Foreen
City Recorder

WILLAMINA

Scale 0 400 800 1200



Rev. 9-30-54

DS-75(4) Iowa School-Island City 1958
Sec. (Oiling)
#5268

RECEIVED

FOR FILING

NOV 13 1958

(CONTRACT NO.)

5268
(VOUCHER NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)

Nov. 13, 1958

(EST. NO.)

3-Final
(WARRANT NO.)

(CONTRACTOR)

Russell Olson Const. Co., Inc.
(AMOUNT) (DATE)

26305 H228274 $ 611.15 11/13/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. P. Winchcomb
ACCOUNTING DIVISION

Specified completion date: 35 workdays from Aug. 11, 1958

Time Extensions: None

Completion Date: Sept. 9, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 14, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

[redacted]
[redacted]

C. W. Head
C. W. Head
Assistant Secretary

Warrant Mailed NOV 17 1958
GLW

NOTED ON CARD

RECEIVED
JUL 1 - 1958
FOR FILING

Nov. 5, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Hills Tower
San Francisco, Calif.

Gentlemen:

State Highway Contract No. 5268 for oiling on the Iona School-Island City Section of Hunter Lane Highway in Union County was completed by the contractor, Russell Olson Construction Co., Inc., on Sept. 9, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $611.15 will be released to the contractor on or after Nov. 15, 1958. The total contract amount is $18,884.39, of which amount $124.17 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Penland-Williamson Agency
Pendleton
Oregon

NOTED ON CARD

RECEIVED
OCT 7 1958
FOR FILING

Oct. 6, 1958

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Construction Co., Inc., in connection with Contract No. 5268, for oiling the Iowa School-Island City Section of the Hunter Lane Highway in Union County.

This payment, in the amount of $5,895.32, will be released to the contractor on or after October 16, 1958. The retained percentage is $565.15.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Pendant-Williamson Agency
Pendleton
Oregon

NOTED ON CARD

RECEIVED
SEP 17 1958
FOR FILING

September 15, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 9, 1958, on Contract No. 5268, Iowa School-Island City Section, in Union County, in connection with Federal Aid Project No. BR-75(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc. Clarence G. Swenson

DBP:maj

Form E-1—10M—7-57

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 12, 19 58

Section Iowa School - Island City

Highway Hunter Lane County Union

Contractor Russell Olson Construction Co., Inc.

Date of contract 7-31, 19 58

Date work started 9-3, 19 58

Project authorization . . . . . $ 21,516.75
Exclusive of engineering . . . . $ 19,986.67

Kind of work Oiling

Section prefix 531-1044

Contract number 5268

Specified work days 35

Work days used 20

Per cent of time elapsed 57 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 18,850

Estimated per cent overrun or underrun . . . . . under . 9 %

Per cent of contract completed, based on total contract price . . . . . 98 %

Engineering authorization . . . . $ 1530.08

Engineering cost to date $ 500.00, 33 %

Date project was completed Sept. 9, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final seal was placed Monday afternoon. Began placing shouldering material late Monday afternoon and completed same Tuesday noon. Mr. Parson inspected project Tuesday.

All work on this project is now completed. This will be the last weekly report.

Noted
M. N. Juve

NOTED

CONSTRUCTION DIVISION
RECEIVED
SEP 15 1958
NOTED-- CE ACE ACE COE

NOTED
C. E. PAVING

Signed Kenneth Berg

Address La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5140

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				4.32	
Miles partially completed					
Miles completed				4.32	
Total estimated quantities (contract)		780 cy.		2340 cy. 210 Tons	
Total quantities corrected to date		660 cy.		2340 cy. 210 Tons	
Estimated quantities moved or placed to date		"		"	
Average daily quantities					
Average daily quantities necessary to complete project on time.					
Number shifts per day					
Hours per shift					
Average force on project for week				14	

Men 5

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 5

Men and tractors 3

Equipment used during week: Shovels ....., Power graders 1, Rollers 2, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., 4-10 cy. Trucks. 1 Oil Distributor . 1 Loader

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	All Week		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 10 1958
FOR FILING

September 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 3, 1958, on Contract No. 5263, Imm School-Island City Section, in Union County, in connection with Federal Aid Project No. DS-75(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paulson
Assistant State Highway Engineer

DBP:lmw

RECEIVED
AUG 28 1958

FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

DE-75(4)
5268

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 26, 1958

Russell Olson Construction Co., Inc.
1144 S. E. 1st
Pendleton, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5268, awarded July 31, 1958, for oiling on the Iowa School-Island City Section of Hunter Lane in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. 53-75(4)

IOWA SCHOOL-ISLAND CITY SECTION OF

UNION LAKE IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1950

Item Code 5201
Roadway (Sta. 119+10 to Sta. 346+94)
(Corrected No. 526)

3/4" - 0 Material in Shoulders	770 cu. yds.	$ 2.50	$ 1,950.00
Sprinkling	20 M-gals.	4.00	80.00
Preparation of Base	4.32 miles	50.00	216.00
Furnishing and Placing Aggregates	2,340 cu. yds.	3.00	7,020.00
120-150 Asphalt	160 tons	46.00	7,360.00
RS-1 Asphalt	50 tons	46.00	2,300.00
			$18,926.00
Flagging (57½ of Contractor's Cost)			200.00
		Subtotal	$19,126.00
		10% Engr. & Cont.	1,912.60
		Total	$21,038.60

Length of Roadway . . . . . 4.315 miles
Cost of Roadway Per Mile . . . $4,875.69

Federal "S" Funds	$15,600.00
Federal "L" Funds	3,300.00
State Funds	1,069.30
County Funds	1,069.30
	$21,038.60

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

Funds for Maint.: Chapter 589, Laws 1939.

NOTE: Necessary funds have been deposited by Union County with the Highway Department.

RECEIVED
FOR FILES

August 1, 1958

Russell Olson Construction Co., Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 5268 for oiling on Iowa School-Island City Section of the Hunter Lane Road in Union County.

This award was based on your bid of $18,926.00 which was the low bid submitted to the Commission on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
JUL 10 1958
FOR FILING

OS-75(4)

5268

Proj. #355
Finance #206

Salem, Oregon
July 9, 1958

FAS Project Agreements
Union County

Mr. C. G. Swenson
Engineer, County & City Relations
O f f i c e

Attention: John D. Graham
Office Engr., County & City Relations Dept.

Attached for further handling are four fully executed copies of a maintenance agreement and a partially signed copy of a finance agreement between the State Highway Commission and Union County covering the Iowa School-Island City Section of FAS 481 in Union County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Union County.

Secretary

rn
Attach: 5

FORM E-20 5011 8-57—6363

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 2, 1958

SUBJECT: FAS Project Agreements
Union County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Iowa School-Island City Section of FAS 481 in Union County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the BPR.

This is a D fund project and was approved by the Commission on 6/19/58.

John D. Graham
Office Engineer, County & City Relations

JDG:be
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 3 1958

RECEIVED
JUL 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE Agenda item 3H June 19. 1958
Secretary

RECEIVED
JUL 9 - 1958
FOR FILING
08-75 (4)
5268

July 9, 1958

County Court of Union County
Court House
La Grande, Oregon

Gentlemen:

We are enclosing for the records and files of Union County one fully executed copy each of a maintenance and finance agreement between the State Highway Commission and Iowa School-Island City Section of FAS 481 in Union County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUN 10 1958
FOR FILING

DS-75(4)

5268

Salem, Oregon
May 29, 1958

Mr. Tom Edwards
O F F I C E

Iowa School-Island City Section
FAS 481, Union County
DS Project

Union County has requested a DS project for re-oiling the subject named section. The proposed project would be for a type O-11 oil mat 18' wide with 3' of shoulder rock on each side. The northerly terminus is station 346+94 which is 900' south of the junction of FAS 481 (Hunter Lane Road) with FAS 478 (Mt. Glen Road), and the southerly terminus is station 119+10 which is the junction of FAS 481 with the Wallowa Lake Highway at Island City. The limits of the project are shown in red on the attached map.

This section was originally oiled in 1941 with an 18' wide O-9 with 1' shoulders under Oregon Project S-75(A)1, West Ranch-Island City Section. Since then the county has re-oiled this section and widened the shoulders to slightly in excess of 3'. Mr. Bichsore, Assistant Division Engineer, advises that these shoulders are somewhat uneven, and that a percentage of 20% rather than 10% should be added to the net shoulder rock quantities to arrive at total quantities. The stationing used above is from the West Ranch-Island City Section plans on file in our drafting room.

It is believed there is sufficient information in Salem to work up the plans and specifications for this project. If so, please take the necessary steps to get this project ready for the July 10 letting.

There is a total of $23,000 of DS funds available to Union County and the county will provide all costs in excess of this amount. It would be up to the contractor to furnish aggregates. Two commercial sources are located at Island City.

(Orig. sgd by G.S.P.)
for Forrest Cooper
Deputy State Highway Engineer

JFH:mm
Att.
cc: Frank Hall
V. G. O'Neil
A. F. Parsons
C. G. Svenson

FORM E-20 50M 8-57—6503

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1958

To: Mr. Forrest Cooper
O F F I C E

SUBJECT: Proposed DS Project
FAS 481, Union County

Attached is a suggested letter to Mr. Edwards requesting preparation of plans and specifications for the oiling of the Iowa School-Island City Section of FAS 481 in Union County. This project was requested by Union County for construction with DS funds and will be presented to the Highway Commission for approval on June 19.

Please note that the project as proposed calls for 3' shoulders rather than our usual 2' or 4'; however, placing shoulder rock on existing shoulders is all that is involved and the width of the existing shoulders would govern unless we reduced the shoulder width or provided for additional grade widening.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Att.

RECEIVED
JUN 2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORREST COOPER

334-1711 Beaverton (Lombard St.) Sec. 1958
(Paving)
#5269

~~Sp Tx~~

Special State Tax St. Fund Agr #17.

Form A-150—10M—6-58

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
FEB 4 1959

Invoice No. 59176

Date February 3, 1959

Your Req. No.

Billing Request No. ec 1641

Credit Distribution: 321-1711-295

City of Beaverton
Beaverton, Oregon

Attention: Mrs. Alice B. Martin
City Recorder

Final Billing: City share of total cost of Lombard Street paving project, covered by agreement dated March 24, 1958.

Advance Deposit		$1,600.00
Total cost as per attached	$18,419.05	
Agreed State Share	20,000.00	
City share		None
To be refunded		1,600.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

State Printing 13107

NOTED
V. R. JONES

NOTED
Harold C. Ayers

February 2, 1959

Mrs. Alice B. Martin
City Recorder
Beaverton, Oregon

57 [illegible] 57

Dear Mrs. Martin:

Final costs on the Special City Allotment Project on Lombard Street are now available, and as shown on the attached statement, the total cost did not exceed the state agreed share. Therefore, the total advance deposit of $1,600 is due the city. A check in this amount will be forwarded by our Accounting Division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

HCA:cg
Att.

Form A-191

OREGON STATE HIGHWAY DEPARTMENT

NOTED
Harold C. Ayers

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:

City of Beaverton

Beaverton, Oregon

Attention of Mrs. Alice B. Martin, City Recorder

Request No. (assigned by staff engineer or head of division) cc-464

Date January 30, 1959

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing: City share of total cost of Lombard Street paving project, covered by agreement dated March 24, 1958.

Total City share: nothing (See attached statement)

Itemized Statement:

Advance Deposit- - - $1600.00

Quantity	Unit	Description	Unit Price	Amount
		Total Cost $18,419.05 Agreed State Share 20,000.00		
		City Share - - - - - - - - - - - - - - - -		-None
		REFUND DUE CITY - - - - - - - - - - - - - -		-$1,600.00

Has payer made payment for this service?

If so, what is amount of payment? . . . . . $

Has payer made a deposit with the department to guarantee payment? YES

If so, what is amount of deposit? $1,600.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? NO

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution:

324-1711-295

Submitted by:

Mr. H. C. Ayers

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

January 30, 1959

CONTRACT NO. 5269
BEAVERTON Special City Allotment Project
Lombard Street: Paving

PAYMENTS TO CONTRACTOR

Item		Qty.		@	Total
1.	3/4"-0 material in base	1079.	c.y.	$ 2.40	$ 2,589.60
2.	Sprinkling	65.1	M/gal	2.50	162.75
3.	Preparation of base	0.68	mile	200.00	136.00
4.	3/4"-0 material in binder course	18.71	tons	40.00	748.40
5.	Class "B" asphaltic concrete	2019.26	tons	6.00	12,115.56
-.	Force Account Flagging				58.04
	Subtotal Contract Items				$16,263.95
	Engineering & Contingencies				1,835.60
	Survey				319.50
	Total Cost				$18,419.05
	Agreed State Share				20,000.00
	City Share				$ 000.00
	City Advance Deposit				1,600.00
	REFUND DUE CITY- - - - - - - - -				$ 1,600.00

HCA:cg

RECEIVED
DEC 1 1958
FOR FILING

File

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 26, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
~~4 17 1~~			
5269 (~~VOUCHER NO.~~)	3-F (WARRANT NO.)	Warren Northwest, Inc. (AMOUNT)	(DATE)
27746	H 229659	$500.00	11/26/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeuske
ACCOUNTING DIVISION

Specified completion date: ~~Saturday, Apr 1958~~ 40 workdays from Aug. 11, 1958

Time Extensions: None

Completion Date: Oct. 10, 1958

Date Accepted: Oct. 23, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Nov. 28, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Dailey
~~H. B. Glaisyer~~
Secretary

Warrant Mailed:
NOV 28 1958
DC

NOTED ON CARD

RECEIVED
NOV 14 1958
FOR FILING

Nov. 14, 1958

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5269, for paving on the Beaverton (Lombard St.) Section in Washington County was completed by the contractor, Warren Northwest, Inc., on Oct. 10, 1958, and was formally accepted by the Highway Commission on Oct. 23, 1958.

Final payment in the amount of $500.00 will be released to the contractor on or after Nov. 24, 1958. The total contract amount is $16,263.95, of which amount $58.04 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
cm

RECEIVED
OCT 31 1958
FOR FILING

334-171

5269

October 30, 1958

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Barron Northwest, Inc. in connection with contract No. 5269, for paving on the Beaverton (Lombard Street) City Street Section in Washington County.

This payment, in the amount of $12,082.64, will be released to the contractor on or after November 10, 1958. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

Form E-1–

OREGON STATE HIGHWAY DEPARTMENT

334-1711

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 18, 19 58

Section Beaverton (Lombard St.)

Highway City Street County

Contractor Warren Northwest

Date of contract July 31, 1958

Date work started Sept. 10, 1958

Project authorization . . . . . $ 21,270.63

Exclusive of engineering . . . . $ 19,757.82

Engineering authorization . . . . $ 1512.56

Engineering cost to date $ 1450.00, 95.9 %

Kind of work Paving

Section prefix 334-1711

Contract number 5269

Specified work days 40

Work days used 23

Per cent of time elapsed 57.5 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 16,263.95

Estimated per cent overrun or underrun . . . . . 14.3 %

Per cent of contract completed, based on total contract price . . . . . 100.00 %

Date project was completed Oct. 10, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final estimate completed and forwarded to divisio n office.

CONSTRUCTION DIVISION
RECEIVED
OCT 20 1958
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

Signed John H. Burton by LH
John H. Burton Resident Engineer

Address 2131 S.W. Scholls Ferry Road

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.68			0.68
Miles partially completed		0.68			0.68
Miles completed		0.68			0.68
Total estimated quantities (contract)		1130			2400
Total quantities corrected to date		1079			2019
Estimated quantities moved or placed to date		1079			2019
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Overcast		
Saturday			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.68			0.68
Miles partially completed		0.68			0.68
Miles completed		0.68			0.68
Total estimated quantities (contract)		1130			2400
Total quantities corrected to date		1079			2019
Estimated quantities moved or placed to date		1079			2019
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Overcast		
Saturday			

FORM E-123 SM 4-58

RECEIVED
1958
FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 20, 1958

Warren Northwest, Inc.
9860 Hancock Drive
Portland 13, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5269, awarded July 31, 1958, for paving on the Beaverton (Lombard St.) Section in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

August 13, 1958

NOTED
Harold C. Ayers

Mrs. Alice B. MArtin
City Recorder
Beaverton, Oregon

NOTED

Dear Mrs. Martin:

On July 31, 1958, the State Highway Commission awarded Contract No. 5269 to Warren Northwest Inc., for the paving project on Lombard Street.

Enclosed for the City's information and records is a copy of the contract and construction plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm
Encl.

NOTED
C. G. SWENSON

RECEIVED
[illegible] 1958
FOR FILING

324-1111

5269

August 1, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 5269 for paving on Beaverton (Lombard Street) Section in the city of Beaverton in Washington County.

This award was based on your bid of $18,707.00 which was the low bid submitted to the Commission on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 14, 1958

Mrs. Alice B. Martin
City Recorder
Beaverton, Oregon

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

Dear Mrs. Martin:

On July 10, 1958, the State Highway Commission received a satisfactory bid on the paving project on Lombard Street. This bid was submitted by Warren Northwest Incorporated and the revised estimated cost based on this bid is as follows:

Bid Items	$18,707.00
Flagging (Estimated)	200.00
12-1/2% Eng'ring & Contingencies	2,363.38
Survey	319.50
Estimated Total Cost	$21,589.88

As per the agreement executed by the state and city, the city is to pay all costs of the project in excess of $20,000 and is to make this payment by means of an advance deposit. If the city wishes to proceed with this project an advance deposit of $1,600 is required. Please make the deposit by means of a check made payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the advance deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

Received
7-16-58

By

C. G. Swenson
Engineer, County & City Relations

NOTED
C. G.

HCA:be

A. H. ROSSI
MAYOR

COUNCILMEN

R. W. BOYD
H. C. MILLER
L. E. PARKER
W. CAMERON

City of Beaverton

City Hall — Phone MI 4-2191
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE

DEPARTMENT HEADS

ROBERT O. MALSEY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE CHIEF
V. DIMLER
PLUMBING INSPECTOR

July 15, 1958

State Highway Commission,
H. C. Ayers,
Salem, Oregon.

NOTED
John r. Hagemann

Gentlemen:

Replying to your letter of July 14th concerning Lombard Street improvement, per your request in this letter and the agreement previously executed inclosed herewith is our warrant in the sum of $1,600.00 deposit.

Very truly yours,

CITY OF BEAVERTON

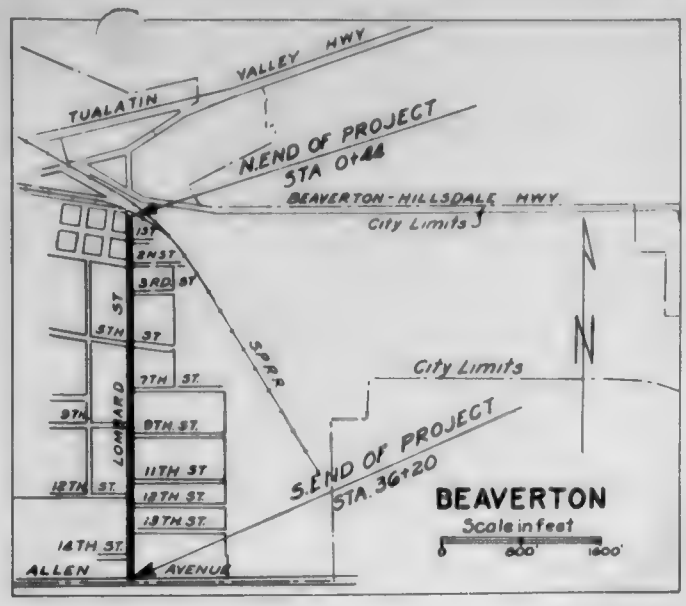
By Alice B. Martin
Recorder

Inc. # 3362

RECEIVED
JUL 16 1958
OREGON
STATE HIGHWAY COMMISSION

warrant
Ck. # 3367 for $1,600.00 rec'd 7-16-58
R.M.

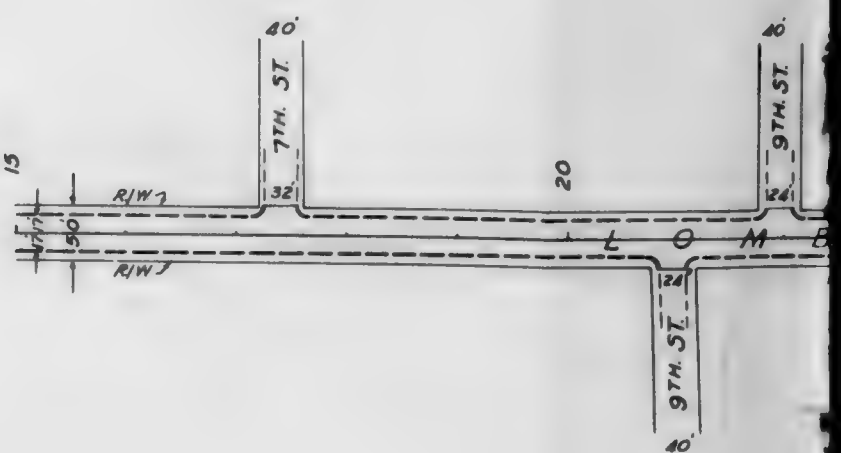
NOTED



SUMMARY

Length of Project 0.68 Mile

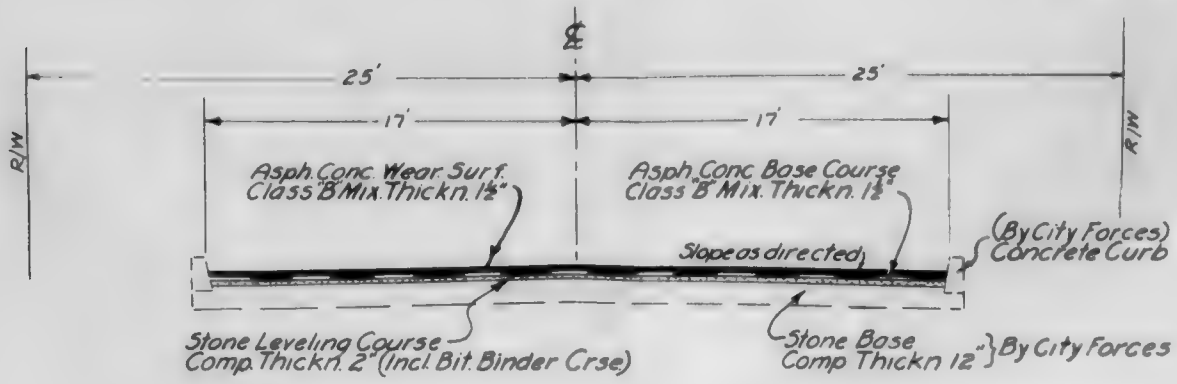
ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL
¾"-0 Material in Leveling Course	Cu. Yd.	1030	100	1130
Sprinkling	M-Gal.	26	4	30
Preparation of Base	Mile	068	—	068
¾"-0 Material in Binder Course	Cu. Yd.	126	14	140
RC-3 Asphalt in Binder Course	Ton	20	2	22
Class "B" Asphaltic Concrete	"	2295	105	2400



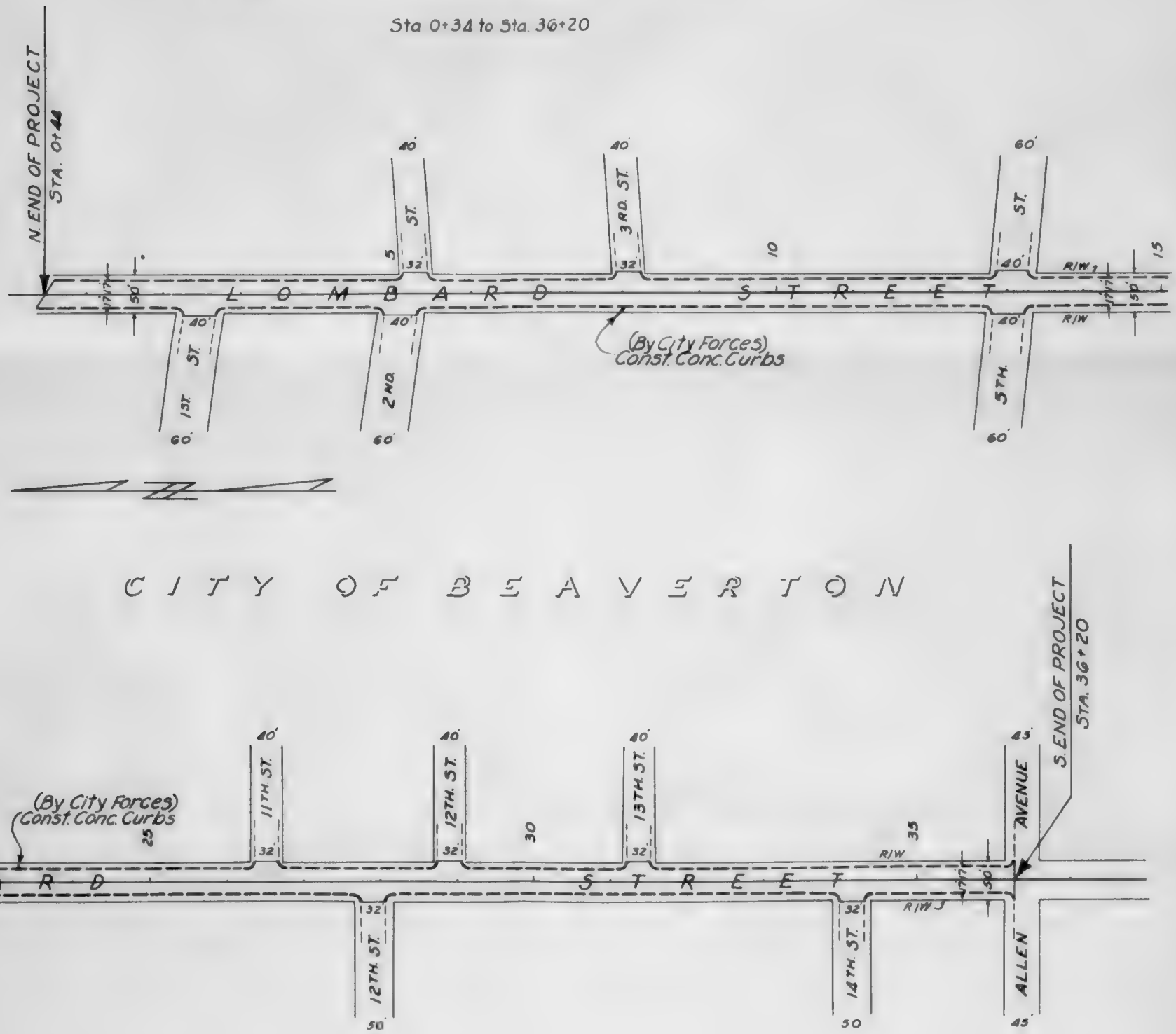
OREGON STATE HIGHWAY DEPARTMENT

PAVING BEAVERTON (LOMBARD STREET) SECTION CITY STREET WASHINGTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
8	OREGON	STATE	JULY-10 1958	1

TYPICAL SECTION



Sta 0+34 to Sta. 36+20



RECEIVED
APR 1 1958
FOR FILING
324-711
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#17

Salem, Oregon
March 26, 1958

$250,000 Fund (1957) Agreement
City of Beaverton

Mr. C. G. Swenson
City & County Relations Dept., Engr.
O f f i c e

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with the City of Beaverton covering the Special City Allotment project on Lombard Street in Beaverton.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Beaverton.

Secretary

rn
Attach: 1

RECEIVED
MAR 26 1958
FOR FILING

334 .711
Lom

March 26, 1958

Alice B. Martin, City Recorder
City Hall
Beaverton, Oregon

Dear Miss Martin:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Beaverton covering the Special City Allotment project on Lombard Street in Beaverton.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E20—50M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1958

SUBJECT: $250,000 Fund (1957) Agreement
City of Beaverton

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Special City Allotment project on Lombard Street in Beaverton.

Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

This project was approved by the Highway Commission December 17, 1956.

John D. Graham
Office Engr., County and City Relations

JDG:mm

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date March 20, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-17-56 Minute Page 27489 (29)
Secretary

RECEIVED
MAR 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

A. H. ROSSI
MAYOR

COUNCILMEN
R. W. BOYD
H. C. MILLER
L. E. PARKER
W. CAMERON

City of Beaverton

City Hall — Phone MI 4-2191
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE

DEPARTMENT HEADS
ROBERT O. MALSEY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE CHIEF
V. DIMLER
PLUMBING INSPECTOR

March 13, 1958

Mr. H. C. Ayers, Engineer,
County and City Relations,
State Highway Department,
Salem, Oregon.

In re: Lombard Street

NOTED
Harold C. Ayers

Gentlemen:

Replying to your letter of March 7, 1958, I return herewith the three signed copies of the Lombard Street improvement agreement and signed copy of Ordinance 480 passed by the City Council March 10, 1958 at regular meeting.

The Mayor and I have signed this agreement and as you specifically requested third party attest I have had my office assistant witness.

Thank you for your courtesy and cooperation on this street improvement.

Very truly yours,

CITY OF BEAVERTON

By Alice B. Martin

Recorder

inc

RECEIVED
MAR 18 1958
ENGINEER
COUNTY & CITY RELATIONS

ORDINANCE NO. 480

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF BEAVERTON, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF LOMBARD STREET FROM FARMINGTON ROAD TO ALLEN AVENUE, A DISTANCE OF APPROXIMATELY 0.71 MILES AND DECLARING AN EMERGENCY.

WHEREAS the City of Beaverton, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provisions of ORS 366.800 and 366.805, and,

WHEREAS the State Highway Commission has accepted such application for the improvement of Lombard Street from Farmington Road to Allen Avenue, a distance of approximately 0.71 mile, and

WHEREAS in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000.00 and the City of Beaverton to pay all cost in excess of $20,000.00, the City of Beaverton does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Beaverton, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Lombard Street from Farmington Road to Allen Avenue and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1958 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Beaverton, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the City Council and approval by the Mayor as authorized by the ordinances and Charter of the City of Beaverton.

INTRODUCED AND PASSED BY THE CITY COUNCIL THIS 10th DAY OF

MARCH, 1958.

APPROVED BY THE MAYOR THIS 10th DAY OF MARCH, 1958.

A. H. Rossi
Mayor

ATTEST:

Alice B. Martin
Recorder

NOTED
V. R. JONES

NOTED
Harold C. Ayers

March 7, 1958

Mrs. Alice B. Martin
City Recorder
Beaverton, Oregon

NOTED
John r. Hagemann

Dear Mrs. Martin:

The State Highway Commission plans to call for bids in the near future for the construction project on Lombard Street in Beaverton. Enclosed are three copies of an agreement covering this project. This agreement is in accordance with the S pecial City Allotment project as requested by the City and approved by the State Highway Commission.

Will you please have the City Council pass an ordinance, similar to the attached example, authorizing yourself and the mayor to sign the agreement. Please include a copy of this ordinance with the signed copies of the agreement.

As the contract cannot be awarded until the signed agreement is in our hands, will you and the mayor please sign the attached agreement, with your signatures attested by a third party, stamp with the city seal, and return all three signed copies to this office prior to April 14, 1958. After signature by the State Highway Commission, a fully executed copy of the agreement will be returned for the City's records.

Very truly youre,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

C. G. Swenson
Engineer, County and City Relations

BCA:mm
Encl.

NOTED
C. G. SWENSON

Salem, Oregon
March 5, 1958

Special City Allotment (1957) Project
Lombard Street Section, BEAVERTON
Special Provisions

Mr. Tom Edwards
O F F I C E

Attention: Mr. E. A. Pease

We are transmitting to you the field data on the subject project. This project was approved by the Commission on December 17, 1956, but held in abeyance to allow the city to obtain additional right-of-way.

The city officials now advise that they have obtained the required right-of-way and have started their clearing and grubbing and plan on getting the excavation, draining, curbing, and basing project completed by August 1, 1958. They now have decided on a 34' width pavement between curbs.

This data has been checked and found to be in accordance with the project as proposed by the city and approved by the Commission.

H. C. Ayers
Field Engr., County and City Relations

HCA:mm

cc: V. G. O'Neil
Frank Hall

NOTED
C. G. SWENSON

A. H. ROSSI
MAYOR
COUNCILMEN
R. W. BOYD
H. O. MILLER
L. E. PARKER
W. CAMERON

City of Beaverton

City Hall — Phone MI 4-2191
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE
DEPARTMENT HEADS
ROBERT O. MALSEY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE CHIEF
V. DIMLER
PLUMBING INSPECTOR

March 3, 1958

Oregon State Highway Dept.,
Salem, Oregon.

Attention: Mr. Ayres

NOTED
Harold C. Ayers

In re: Lombard Street improvement

Dear Sirs:

In reference to our conversation of March 3, 1958 regarding your request that the city's work on Lombard Street be completed by August 1, 1958, confirmation is hereby made to that effect.

Very truly yours,

CITY OF BEAVERTON

By Robert O. Malsey
City Superintendant

rom/m

RECEIVED
MAR 5 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
JOHN D. G[illegible]

RECEIVED
MAR 5 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
[illegible]

A. H. ROSSI
MAYOR

COUNCILMEN

R. W. BOYD
H. C. MILLER
L. E. PARKER
W. CAMERON

City of Beaverton

City Hall — Phone MI 4-2191
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE

DEPARTMENT HEADS

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SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE CHIEF
V. DIMLER
PLUMBING INSPECTOR

February 20, 1958

Mr. H. C. Ayers,
Field Engineer, County
and City Relations,
State Highway Department,
Salem, Oregon.

In re: Lombard Street

NOTED
Harold C. Ayers

Dear Mr. Ayers:

Replying to your communication of February 10th, 1958, City Superintendant Malsey has advised that the city proposes to complete its portion of the construction as outlined in your letter on or about August 15, 1958.

Thank you for your courtesy and cooperation and we will appreciate your keeping us advised.

Very truly yours,

CITY OF BEAVERTON

By Alice B. Martin

Recorder

RECEIVED
FEB 21 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

February 10, 1958

Mrs. Alice B. Martin
City Recorder
Beaverton, Oregon

NOTED
John F. Hagemann

Dear Mrs. Martin:

Your letter regarding the passage of Ordinance No. 478 for the reconstruction of Lombard Street has been received in this office.

We would appreciate a letter from you stating the approximate time that the city proposes to complete its portion of the construction - namely, the curbing, drainage, and base rock - so that we may time the advertising of the placing of leveling course and asphaltic concrete pavement.

Very truly yours,

C. G. Swenson
Engineer, County and City Relations

By

H. C. Ayers
Field Engineer, County and City Relations

HCA:[redacted]

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

A. H. ROSSI
MAYOR

COUNCILMEN

R. W. BOYD
H. C. MILLER
L. E. PARKER
W. CAMERON

City of Beaverton

City Hall — Phone MI 4-2191
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE

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SUPERINTENDENT
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DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE CHIEF
V. DIMLER
PLUMBING INSPECTOR

January 29, 1958

Mr. Harold .C. Ayers,
Field Engineer, County
and City Relations,
Oregon State Highway Comm.,
Salem, Oregon.

In re: Lombard Street

Dear Mr. Ayres:

Under date of January 13th, under signature of Mayor .Rossi, letter was mailed to you advising of passage of Ordinance No. 478 providing for the improvement of Lombard Street.

We have not had a reply to this letter. Please advise if you received it. If not, wish to immediately send you copy of it as we do not wish to find error or ommission in the procedure for going ahead and for obtaining the State aid.

Thank you for your assistance.

Very truly yours,

CITY OF BEAVERTON

By Alice B. Martin

Recorder

m

RECEIVED
JAN 31 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JAN 31 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

A. H. ROSSI
MAYOR

COUNCILMEN
R. W. BOYD
H. C. MILLER
L. E. PARKER
W. CAMERON

NOTED
V. R. JONES

City of Beaverton

City Hall — Phone MI 4-2191
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE

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HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE CHIEF
V. DIMLER
PLUMBING INSPECTOR

January 13, 1958

Mr. Harold C. Ayers,
Field Engineer, County
and City Relations,
Oregon State Highway Comm.,
Salem, Oregon.

NOTED
John [illegible]

In re: Lombard Street - [illegible] 1957

Dear Mr. Ayres:

This is to advise you that at regular city council meeting held this morning the city council passed Ordinance No. 478, an ordinance entitled:

AN ORDINANCE FOR THE IMPROVEMENT OF SOUTHEAST LOMBARD STREET FROM FARMINGTON ROAD TO ALLEN AVENUE.

Under the provisions of this ordinance the paving, or improvement, will be 34 feet in width. Copy of this ordinance is inclosed herewith for your records.

Prior to the passage of this ordinance the city has acquired the right of way and the removal of trees and shrubs is nearing completion.

If there is any further application, or anything else necessary, that the city should do please advise as we do not want to jeopardize the state aid on this project.

Your courtesy and cooperation is greatly appreciated.

Very truly yours,

CITY OF BEAVERTON

By A. H. Rossi
Mayor

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
JAN 14 1958
ENGINEER
COUNTY [illegible]

ahr/m
Inc.

Please note: 34 foot width, not 32 foot as originally contemplated.

ORDINANCE NO. 478

AN ORDINANCE FOR THE IMPROVEMENT OF SOUTHEAST LOMBARD STREET FROM FARMINGTON ROAD TO ALLEN AVENUE

WHEREAS the City Council of the City of Beaverton finds that it is to the best interest of the City of Beaverton that Southeast Farmington Road be improved from Farmington Road to Allen Avenue; and on December 9, 1957, passed Resolution No. 1160 indicating the Council's intention to improve said Southeast Lombard Street and fixed January 13, 1958, at the hour of 9:00 a.m. as the time for hearing objections to said improvement, and no objections having been filed,

NOW, THEREFORE, THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:

Section 1. That Southeast Lombard Street be improved upon the following portion thereof:

> Beginning at a point on the centerline of Southeast Lombard Street where the same intersects with the southerly boundary of Farmington Road, thence continuing southerly to a point where said centerline intersects with the present paved portion of Allen Avenue

by paving the same and applying leveling rock to a width of 34 feet and by installing curbs, sidewalks and storm sewers where necessary.

Where it is necessary to replace curbs and sidewalks removed on account of widening said Southeast Lombard Street, the cost of installing and replacing curbs and sidewalks shall be done by the City of Beaverton as a part of the entire project and assessed accordingly.

Section 2. That the said improvement is undertaken in cooperation with the Oregon State Highway Commission who have agreed to contribute $20,000.00 for a share in the cost of a one-inch leveling course of rock and three inches of asphaltic concrete; that the base for said improvement shall consist of twelve inches of crushed rock.

Section 3. That the above mentioned work shall be done according to the city specifications as amended herein and to be performed by contract or by the city street department or a combination of both.

Section 4. The aforementioned work shall be performed under the supervision of the City Engineer or the City Superintendent or in cooperation by both.

RECEIVED
JAN 11 1958

Section 6. That the cost of said improvement shall be assessed against the property benefited by the same lying half way to the next parallel streets or two hundred feet from each side of said Lombard Street, whichever is lesser, as provided by Ordinance No. 412.

Section 7. That whereas the City of Beaverton finds it necessary to begin improvement of Southeast Lombard Street at the earliest possible date in order to complete the work before the rainy season starts in the fall of the year, and said Lombard Street in its present condition constitutes an unsafe thoroughfare, it is necessary for the peace, safety and welfare of the City of Beaverton that the said improvement be undertaken at once, an emergency is hereby declared to exist and this ordinance shall become effective upon passage by the City Council and upon approval by the Mayor.

PASSED BY THE CITY COUNCIL THIS 13th DAY OF JANUARY, 1958

APPROVED BY THE MAYOR THIS 13TH DAY OF JANUARY, 1958

A. H. ROSSI

Mayor

ATTEST:

ALICE B. MARTIN

Recorder

NOTED
Harold C. Ayers

NOTED
Harold C. Ayers

Salem, Oregon
April 2, 1957

Special City AllotmentProject
Lombard Street
Beaverton

Mr. Edwin A. Pease
O F F I C E

NOTED
John F. Hagemann

The city of Beaverton, due to right-of-way condemnations, will not be able to perform its portion of the proposed project early enough this year to allow the state's paving project to be completed and asks that the paving project be held in abeyance until 1958.

The field data on this project will be held in this office until the city has finished the grading, basing, and draining of the street.

H. C. Ayers
Field Engr., County and City Relations

HCA:mm

cc: A. E. Johnson
A. V. Benedict

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

A. H. ROSSI
MAYOR

COUNCILMEN

R. W. BOYD
H. C. MILLER
[redacted]
L. E. PARKER

M. L. Rogers

City of Beaverton

City Hall — Phone MI 4-2191
BEAVERTON, OREGON

NOTED
Harold C. Ayers

ALICE B. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE

DEPARTMENT HEADS

ROBERT O. MALSEY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

March 28, 1957

Mr. Harold C. Ayers,
Field Engineer, County
and City Relations,
Oregon State Highway Commission,
Salem, Oregon.

In re: Lombard Street

Dear Mr. Ayers:

Due to finances and the status of our right of way condemnation at this time we feel we will not be able to go ahead with the improvement of Lombard Street this year.

We would very much appreciate it if the State aid could be extended over to next year as at that time we will be able to go ahead with the project. Please consider this a request that the State aid on the Lombard project be held over until next year for us.

We appreciate your courtesy and cooperation and thank you for your assistance.

Very truly yours,

CITY OF BEAVERTON

By A. H. Rossi

Mayor

NOTED
John F. Hagemann

ahr/m

RECEIVED
MAR 29 1957

NOTED
C. G. SWENSON

RECEIVED
MAR 29 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

December 19, 1956

Mrs. Alice B. Martin
City Recorder
Beaverton, Oregon

NOTED
J. F. Hamilton

Dear Mrs. Martin:

On December 17, 1956, the State Highway Commission approved a project on Lombard Street in Beaverton, as requested by the city, to be constructed from the 1957 Special City Allotment Fund.

The project as approved is shown in the attached summary. You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engineer, County & City Relations

HCA:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

FORM S-103 9M6 REVISED 2-56

NOTED
Harold C. Ayers

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 19, 1956

Mr. A. H. Rossi, Mayor
City Hall
Beaverton, Oregon

NOTED
J. F. [illegible]

Dear Sir:

This is in reply to your letter of December 12 to Mr. Harold Ayers.

Mr. Fred H. Paulus, Deputy State Treasurer, was consulted regarding the acceptance of warrants for an advance deposit on highway and street construction projects and he advised that such warrants are not acceptable. Mr. Paulus did suggest that you may be able to dispose of these warrants at some Portland bank, and that he would assist you in any manner he could in such a transfer. A bank accepting these warrants would probably require a certification of some sort that these warrants are included in your current budget.

In clarification as to the time the advance deposits must be made with the State on these projects, I wish to advise you that present plans are to call for bids on the Farmington Road project late in January at which time you will be requested to make an advance deposit, based on the low bid, to cover the city's portion of this project.

The Lombard Street project was approved by the Highway Commission on December 17, 1956. Bids on this project could be received as late as about June 1957 and your advance deposit would not be required until that time.

NOTED
C. G. SWENSON

Very truly yours,

W. C. Williams
State Highway Engineer

By

RECEIVED
DEC 20 1956
[illegible]

CGS:te

G. S. Paxson
Assistant State Highway Engineer

cc: Mr. Fred H. Paulus
Mr. C. G. Swenson

NOTED
JOHN D. GRAHAM

A. H. ROSSI
MAYOR

COUNCILMEN

R. W. BOYD
H. C. MILLER
~~N. J. THOMAS~~
L. E. PARKER
E. R. Enger

City of Beaverton

City Hall — Phone MI 4-2191
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE

DEPARTMENT HEADS

ROBERT O. MALSEY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

December 12, 1956

Mr. Harold C. Ayers,
Field Engineer, County
and City Relations,
Oregon State Highway Comm.,
Salem, Oregon.

In re: Lombard Street

Dear Mr. Ayers:

Please refer to our letter of October 10, 1956 concerning Lombard Street, in which we informed you we would pay costs of paving in excess of the sum set by the State Highway Commission as the State's share of the project.

Please advise if your commission would be able or willing to accept 4% interest bearing warrants from the city for the money we must advance to you on this project. These would possibly be picked up within 6 months.

At this time it is very important we know whether this must be cash or whether 4% warrants are acceptable.

If you have the information readily available, we would also like the same information applying to Farmington Road.

We thank you for your courtesy.

Very truly yours,

CITY OF BEAVERTON

By [signature]
Mayor

NOTED
C. G. SWENSON

NOTED
C. G. SWENSON

ahr/m

Reply drafted for Mayor signature
12/19/56

RECEIVED
DEC 14 1956

RECEIVED
DEC 14 1956
OREGON
STATE HIGHWAY COMMISSION

A. H. ROSSI
MAYOR

COUNCILMEN

R. W. SOYD
H. D. MILLER
[redacted]
L. E. PARKER
E. R. Enger

City of Beaverton

City Hall — Phone MI 4-2191
BEAVERTON, OREGON

ALICE S. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE

DEPARTMENT HEADS

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SUPERINTENDENT
C. L. McCARTHY
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DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

October 10, 1956

State Highway Department,
Salem, Oregon.

NOTED
Harold C. Ayers

Gentlemen:

The City of Beaverton has previously made application under Resolution No. 1133, adopted by the .City on April 9, 1956, and submitted to your offices under date of April 12th, for State assistance in the repair or rebuilding of Lombard Street from Farmington Road to Allen Avenue.

It is proposed that the city will do the necessary grading, draining, replacing of curbs and placing of approximately 12 inch rock base prior to the street's construction and that the State will place leveling course, binder course and 3 inches of asphaltic concrete pavement 32 feet in width.

Please be advised that the city will perform this prepatory work. We wish to advise also that we agree to pay all the costs of the paving in excess of the sum set by the State Highway Commission as the State's share of the project. We would appreciate information as soon as available as to what amount is arrived at as the State's share of the project.

We thank you for your helpful cooperation and many courtesies.

Very truly yours,

CITY OF BEAVERTON

By A. H. Rossi
Mayor

ahr/m

RECEIVED
OCT 15 1956

RECEIVED
OCT 11 1956
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Mr. Webber
BY SECRETARY

Wat 1800

BEAVERTON

Scale in feet

0 400 800 1200 1600

Rev 4-17-56
9-7-49

32

69

A. H. ROSSI
MAYOR

COUNCILMEN

R. W. BOYD
H. C. MILLER
N. L. THOMAS
L. E. PARKER

City of Beaverton

City Hall — Phone MI 4-2191
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE

DEPARTMENT HEADS

ROBERT O. MALSEY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

August 14, 1956

Mr. Harold C. Ayres,
Field Engineer,
State Highway Commission,
Salem, Oregon.

NOTED
V. R. JONES

Dear Mr. Ayres:

In reply to inquiry from our office we have received information from Mr. Cattrall that our Resolution No. 1133 (your state form) applying for a share of the $250,000.00 allocation for use on Lombard Street had not been received.

This resolution together with letter addressed to Mr. John Cattrall, Engineer, County and City Relations, was mailed from our office on April 12, 1956. This is most urgent as everything is in a state of readiness from the legal end and we will be going ahead on the work next spring and had expected and planned on the $15,000.00 allocation to apply on improvement of this street which is receiving unusually heavy use due to new housing and other activity in the eastern section. We are securing the additional width to make this proper width all the way.

Please make a complete search of your records and offices. The letter was not returned to us and we are hopeful you will find everything is in order on this matter.

Thank you for any assistance and your courtesy is appreciated.

Very truly yours,

CITY OF BEAVERTON

By [signature]

Mayor

RECEIVED
AUG 16 1956
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. HAGEMANN

NOTED
Harold C. Ayers

NOTED
V. R. JO[illegible] S

August 7, 1956

Mrs. Alice B. Martin
City Recorder
Beaverton, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Dear Madam:

I am replying to your inquiry of August 2, 1956, regarding the City's Resolution No. 1133 applying for a project under the Special City Allotment program.

A very careful search of the files indicates that your resolution has not been received.

Since the deadline of August 1st for 1957 projects has passed the earliest program your request can be considered for would be the 1958 program.

The delay in considering your request is regretted. We can only act on those requests that have been received prior to the deadline.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:mm

A. H. ROSSI
MAYOR

COUNCILMEN

R. W. BOYD
H. C. MILLER
[redacted]
L. E. PARKER

E. R. Enger

City of Beaverton

City Hall — Phone MI 4-2191
BEAVERTON, OREGON

ALICE B. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE

DEPARTMENT HEADS

ROBERT O. MALSEY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

August 2, 1956

Mr. John W. Cattrall, Engineer,
County and City Relations,
c/o State Highway Department,
Salem, Oregon.

Dear Sir:

Please advise if you received copy of our Resolution numbered 1133 (form provided by your department) applying for a share of the $250,000.00 allocated to cities under 5,000 for use on streets receiving excessive wear due to sudden increase in population, etc. We applied for this for use on Lombard Street in Beaverton.

Mayor Rossi does not remember Mr. Ayres having contacted him after this was mailed to your department on April 12, 1956, and we do not have an acknowledgment and we would appreciate knowing if it was received and everything in order as everything is going ahead preliminary to improvement.

Thank you for your courtesy and cooperation.

Very truly yours,

CITY OF BEAVERTON

By Alice B. Martin
Recorder

RECEIVED
AUG 6 1956
ENGINEER
COUNTY & CITY RELATIONS

1-9-56

R E S O L U T I O N 1133

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Beaverton is an incorporated city of the State of Oregon, and has a population of 3213, as given by the latest official census, and

WHEREAS, the following streets of said city, Lombard Street

From Farmington Road to Allen Avenue

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Lombard Street, from Farmington Road to Allen Avenue

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Beaverton does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor A. H. Rossi as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9th day of April, 1956.

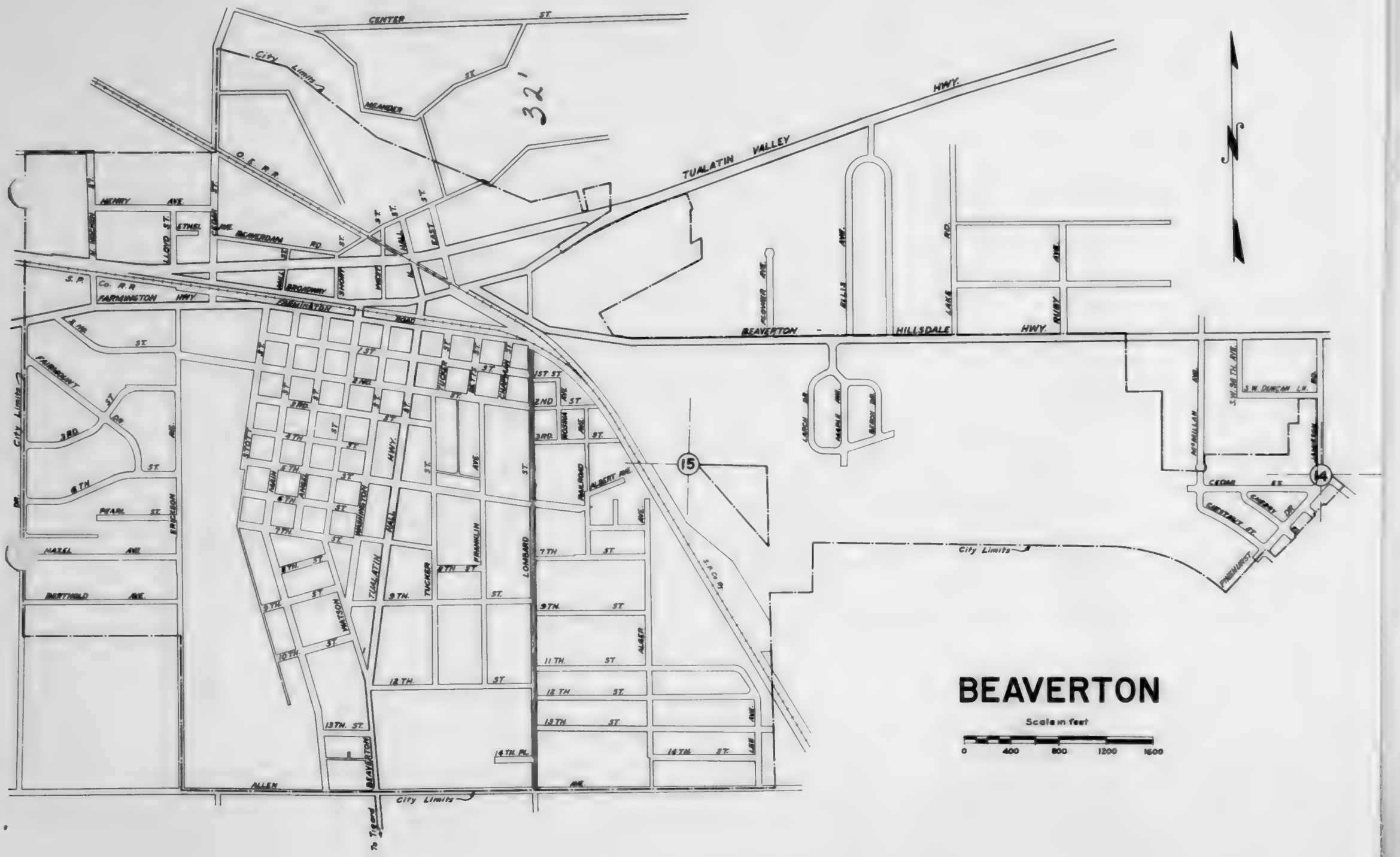
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Beaverton at a regular or special meeting of said Council, held on the 9th day of April, 1956, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of April, 1956.

Alice B. Martin
City Recorder


CENTER ST.
City Limits
MEANDER
32'
O. E. R. R.
HENRY AVE.
ETHEL
LLOYD ST.
SW BOWERMAN RD.
S. P. Co. R. R
FARMINGTON HWY.
BROADWAY
SHERMAN
WEST
FARMINGTON ROAD
TUALATIN VALLEY HWY.
FLOWER AVE.
ELLIS AVE.
LAKE RD.
BEAVERTON - HILLSDALE HWY.
S.W. 90TH AVE.
S.W. DUNCAN LN.
McMILLAN AVE.
CEDAR ST.
CHERRY DR.
CHESTNUT ST.
PINEHURST
City Limits
S. P. Co. R.
1ST ST
2ND ST
3RD AVE
RAILROAD
ALBERT AVE.
LOMBARD
ALGER
LEE AVE.
FRANKLIN
TUCKER
TUALATIN
WASHINGTON
MAIN
HIGH
WATSON
LANE
BEAVERTON
ALLEN
14TH PL.
City Limits
To Tigard
FAIRMONT ST.
City Limits
ERICKSON
PEARL ST.
HAZEL AVE
BARTHOLD AVE
LARCH AVE.
MAPLE AVE.
BIRCH DR.
15
14
BEAVERTON
Scale in feet
0 400 800 1200 1600
Rev 4-17-56
9-1-49

April 12, 1956

Mr. John W. Cattrall, Engineer,
County and City Relations,
c/o State Highway Department,
Salem, Oregon.

Dear Sir:

Inclosed herewith is City of Beaverton Resolution No. 1133, form as provided by your department, applying for a share of the $250,000.00 allocated to cities under 5,000 for use on streets receiving excessive wear due to sudden increase in population, etc. This Resolution applies for moneys to be used on Lombard Street in Beaverton.

Thank you for taking care of this matter for us.

Very truly yours,

CITY OF BEAVERTON

By

Recorder

m
ine

A. H. ROSSI
MAYOR

COUNCILMEN

R. W. BOYD
H. C. MILLER
[redacted]
L. E. PARKER
E. R. Enger

City of Beaverton

City Hall — Phone MI 4-2191
BEAVERTON, OREGON

March 28, 1956

ALICE B. MARTIN
RECORDER-TREASURER
MUNICIPAL JUDGE

DEPARTMENT HEADS

ROBERT O. MALSEY
SUPERINTENDENT
C. L. McCARTHY
CHIEF OF POLICE
DR. C. E. MASON
HEALTH OFFICER
DAVID E. LOFGREN
ATTORNEY
A. V. OLSON
FIRE-CHIEF
MILTON KEYSER
PLUMBING INSPECTOR

Mr. .R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Please furnish us with the necessary resolution form which is prepared by ..the Chief Counsel of the State Highway Commission for adoption by the city in order to apply for a share in the $250,000.00 appropriated for allocation to cities for use on streets receiving excessive wear and not a part of State highways.

Thank you for your courtesy and cooperation.

Very truly yours,

CITY OF BEAVERTON

By Alice B. Martin

Recorder

m

NOTED
J. W. CATTRALL

RECEIVED
MAR 29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

34-1610 Forest Grove Traffic Signals 1958

#5270

QH
541
.5
.S8

RECEIVED
MAR [illegible] '59
FOR FILING

File

OREGON STATE HIGHWAY DEPARTMENT
(date)

March 12, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
34-1610			
5270 (VOUCHER NO.)	4 final (WARRANT NO.)	Trowbridge Electric Co. (AMOUNT)	(DATE)
5500	H238695	$5,086.66	3/12/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: 80 workdays from Aug. 11, 1958

Time Extensions: None

Completion Date: Jan. 22, 1959

Date Accepted: Mar. 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 13, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Secretary

Warrant Mailed:

fc

NOTED ON CARD
em

RECEIVED
MAR - 6 1959
FOR FILING

34-1610

5270

Mar. 6, 1959

CERTIFIED MAIL

St. Paul Fire & Marine Ins. Co.
Pacific Dept.
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 5270, for traffic signal installation on the Hawthorne-"B" Streets (Forest Grove) Section of the Tualatin Valley Highway in Washington County was completed by the contractor, Trowbridge Electric Co., on Jan. 22, 1959, and was formally accepted by the Highway Commission on Mar. 5, 1959.

Final payment in the amount of $5,086.66 will be released to the contractor on or after March 16, 1959. The total contract amount is $28,925.22, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD

FORM E-123 SH 4-58

RECEIVED
[illegible] 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5270

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 20, 1958

Trowbridge Electric Company
622 S. E. Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5270, awarded July 31, 1958, for traffic signal installation on Hawthorne-"B" Streets (Forest Grove) on the Tualatin Valley Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 12 1958
FOR FILING

MISC. CONTRACTS and AGREEMENTS No. 1701

Salem, Oregon
August 6, 1958

Traffic Signal Agreement
City of Forest Grove

Mr. C. G. Swenson
Engineer, City & County Relations
O f f i c e

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Forest Grove covering the installation of traffic signals on the Tualatin Valley Highway in Forest Grove.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Forest Grove.

Secretary

rn
Attach: 1

FORM E-20 50M 8-57—6563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1958

SUBJECT: Traffic Signal Agreement
City of Forest Grove

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the installation of traffic signals on the Tualatin Valley Highway in Forest Grove. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The Highway Commission approved this project 12/5/57.

This completes Assignment #474.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-5-57 Minute Page 38
H B Leavey
Secretary

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 29, 1958

RECEIVED
AUG 8 1958
FOR FILING

August 6, 1958

Mr. G. E. Richards, City Recorder
City Hall
Forest Grove, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and Forest Grove covering installation of traffic signals on the Tualatin Valley Highway in Forest Grove.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
AUG 1 1958
FOR FILING

August 1, 1958

Trowbridge Electric Company
622 S. E. Jackson
Roseburg, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 5270 for Forest Grove traffic signals on Pacific and 19th Avenues in Washington County.

This award was based on your bid of $28,895.22 which was the low bid submitted to the Commission on July 10, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
JUL 24 1958
FOR FILING
FORM ESO—SOM—2-57—1476
34-1610
5-70

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1958

SUBJECT: State-City Agreement
Proposed traffic signal installation
Tualatin Valley Highway
City of Forest Grove

474-A

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

L

Attached hereto, are seven copies of the above entitled proposed agreement as per your request of May 29, 1958.

Additional copies of this agreement, together with exhibit maps are available.

Glen V. Sorensen
Per MB

GLEN V. SORENSEN
Staff Attorney

GVS:mmb
Attachments
cc: L. I. Lindas

NOTED
TRAFFIC CONTROL
ENCR.

NOTED

RECEIVED
JUN 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 30 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1958

SUBJECT: State-City Agreement
Traffic Signal Installation
Tualatin Valley Hwy. - Forest Grove
(GSP 474/A Swenson)

To: Clarence Swenson
County-City Relations Engineer
Office

There are attached seven copies of an agreement covering the installation of traffic signals on the one-way couplet for the Tualatin Valley Highway in the City of Forest Grove. These agreements have been checked, found correct and may be sent to the City for signature.

For F. B. Crandall
Traffic Engineer

VPJ:pk

Attachments

cc: C. S. Paxson

RECEIVED
JUN 27 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 10 1958
FOR FILING

Maint
Traffic
Right

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1958

To: Leonard J. Lindas
Chief Counsel
SUBJECT: Preparation of State-City Agreement
Proposed Illumination Installation
Pacific Avenue-19th Avenue One-Way Couplet
Forest Grove

As a part of the one-way couplet construction in the City of Forest Grove, it will be necessary to install luminaire units at the easterly terminus of the one-way couplet and also at the point where the cross-over street leaves 19th Avenue to join Pacific Avenue. It has been arranged for the City of Forest Grove to install the necessary luminaire units at these two points and care for future maintenance and power consumption. The Oregon State Highway Department is to pay for the cost of the installation. This arrangement was approved by the State Highway Commission at its meeting on May 8 and 9, 1958.

Would you please prepare the necessary State-City Agreement covering this installation. In the way of points to be included in the agreement, I offer the following:

1. The highway involved is the Tualatin Valley Highway, No. 29, ORA8, which in this portion of the City of Forest Grove will form a one-way couplet with Pacific Avenue carrying eastbound and 19th Avenue westbound traffic.

2. The section of highway involved is that portion of the Tualatin Valley Highway forming the connection between 19th Avenue and Pacific Avenue at the easterly end of the couplet.

3. It is planned to install luminaire units on this section of highway as is shown on the attached plans.

4. The installation is estimated to cost $2,818.60.

5. The City shall make the installation and in the first instance pay all costs thereof. When the installation is completed, the State Highway Department shall pay to the City the estimated cost of $2,818.60.

NOTED
C. E. PATTON

6. The City shall maintain the luminaire units after installation and shall pay for all electrical energy consumed.

If after preparation you will submitt the agreements to this office, we will check them and care for further processing.

ORIGINAL SIGNED BY J. AL HEAD
Ass't. Traffic Engineer

J. Al. Head
Assistant Traffic Engineer

VPJ:bb

cc: C. C. Swenson
G. S. Paxson

RECEIVED
JUN 6 1953
OFFICE OF
STATE HIGHWAY ENGINEER

FORM W-120X 10,500 4-58

RECEIVED
JUN 10 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

Maint
Traffic
Light
Forest Grove

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 6, 1958

Mr. H. O. Gardner
City Manager
City of Forest Grove
Forest Grove, Oregon

Dear Sir:

This will acknowledge receipt of your letter of June 4, in regard to the proposed traffic signal installation for the one-way couplet for the Tualatin Valley Highway through the City of Forest Grove.

The four points covered in your letter in regard to the proposed plans will be cared for by this office. The agreement is being prepared and will be submitted to you for execution in the near future.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

J. M. Head
Assistant Traffic Engineer

VFJ:bb
bc G. S. Paxson

NOTED

RECEIVED
JUN 1958
OFFICE OF
CITY ENGINEER

John Sc[illegible]

Please prepare reply
W.C.W. has plans
to sign.
H
6/5

June 4, 1958

RECEIVED
JUN 5 1958
TRAFFIC ENGINEER

Mr. Bruce Crandall, Traffic Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Crandall:

This is written to advise you that the plans for the proposed traffic signal and flashing beacon installation for the one-way grid system in Forest Grove have been checked by the Superintendent of our Light Department and our City Engineer. We would like to make the following stipulations in giving our approval to the plans:

1. Coordinate the plans to fit the widening program, as explained to Mr. George, of Cedar, Elm, and Hawthorne Streets between 19th Avenue and Pacific Avenue.

2. Contact our Light Department on the location (height) of the messenger and supervisory cable on 19th Avenue.

3. Contact our Light Department on the location of switches, meters, and conduits on the poles.

4. That endeavor be made to do any excavation work for conduits or burials on the cross streets prior to paving on the State Highway project inasmuch as paving of the cross streets will probably be done at the same time. The cross streets that we speak of that are to be paved are Main Street, Cedar Street, Elm Street, and Hawthorne Street.

If there is any further information that we can furnish you to expedite this installation, kindly advise.

Yours very truly,

M. O. Gardner
City Manager

MOG/edo

RECEIVED
JUN 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1958

To: Leonard I. Lindas
Chief Counsel
Office

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installations
Tualatin Valley Highway
Forest Grove

The State Highway Commission, at its meeting on December 5 and 6, 1957, approved the installation of traffic signals at certain intersections on the one-way couplet for the Tualatin Valley Highway in the City of Forest Grove. Will you please prepare the necessary State-City agreement.

In the way of material to be included in the agreement, I offer the following:

1. The highway involved is the Tualatin Valley Highway, No. 29, ORE8, which, in this particular section of Forest Grove, is routed over a one-way couplet, with Pacific Avenue carrying westbound and 19th Avenue carrying eastbound traffic.

2. It is planned to do the following work:

   a. Install fixed-time traffic signals at the following intersections:

      Pacific Avenue & Elm Street
      Pacific Avenue & Hawthorne Street
      Pacific Avenue & Cedar Street
      Pacific Avenue and College Way
      19th Avenue & Main Street
      19th Avenue & Elm Street
      19th Avenue & Hawthorne Street
      19th Avenue & Cedar Street

   b. To convert the existing fixed-time signal at the intersection of Pacific Avenue and Main Street to fit the one-way traffic pattern.

   c. To connect the traffic signals at all of the intersections mentioned above into an interconnected progressive signal system.

   d. To install a flashing beacon at the intersection of 19th Avenue and "B" Street.

NOTED
C. S. PAXSON

3. The work to be done is estimated to cost $36,150.

4. The State shall make the installation either with its own forces or by contract, and in the first instance pay all costs thereof. The final cost shall be distributed as outlined below:

5. The base cost of the installation is estimated to be $36,000 and this cost shall be shared equally by the City and the State. In addition, three of the steel poles to be installed in this project will be used jointly for the support of traffic signals and for the luminaire units. The City shall pay the extra cost occasioned by the joint usage. This cost is estimated to be $150.

6. The City shall maintain the signals and flashing beacon after installation and shall pay all costs of electrical energy. The City shall make no changes in the timing program established by the State without prior approval in writing from the State.

7. The City when returning the signed agreements shall submit its check for $18,150.

8. The City shall enact an ordinance or resolution prohibiting parking as follows:

   a. On the easterly side of Main Street from the south property line of 19th Avenue to a point 150 feet south thereof.

   b. On the easterly side of Cedar Street from the south property line of 19th Avenue to a point 150 feet south thereof.

   c. On the easterly side of Elm Street from the south property line of 19th Avenue to a point 100 feet south thereof. A copy of this ordinance shall be submitted with the signed agreements.

9. It is agreed between the two parties of this contract that at such time as the material installed under this agreement is in need of replacement, the cost of replacement shall be shared on the same basis as the original installation.

The plans for this project are being prepared and will be completed and handed to you for insertion in the agreement. If after preparation you will submit the agreements to this office, we will check them and care for further processing.

F. B. Crandall
Traffic Engineer

RECEIVED
STATE OF
ENGINEER

VPJ:kg
cc: G. S. Paxson
Clarance Swenson

RECEIVED
AUG 26 1958
FOR FILING

34-110

5270

May 8, 1958

Mr. W. C. Williams, Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Please see your letter of September 9, 1957 concerning the traffic signal installation on the new one-way grid system in Forest Grove.

This is to advise you that the bond issue vote to provide the city's share of the traffic signals has passed. The City Council will be advertising to sell the bonds commencing May 15 and will make the sale on June 9, 1958. Therefore, the funds should be available soon after July 1, 1958.

We give you this information at this time so that you may make any particular plans that you might have to fit this schedule. Also, it is assumed that there will be some type of a contract between the city and state concerning this installation which, of course, we would like to look over in advance.

Yours very truly,

M. O. Gardner
City Manager

MOG/ado

7/27/58

Given to Mr. Crandall 5/13/58

Plans being remodeled GHP

NOTED G. S. PARSON

RECEIVED
DEC 31 1957
FOR FILING
34-16-C

12/31/57
49-2

December 18, 1957

Mr. M. O. Gardner
City Manager
City of Forest Grove
1924 Council Street
Forest Grove, Oregon

Dear Mr. Gardner:

Reference is made to your letter of November 20, 1957, directed to Mr. G. S. Paxson, Assistant State Highway Engineer, regarding the signalization of the one-way state highway couplet in your city along Pacific Avenue and 19th Avenue.

An engineering investigation has been made of this matter and the findings were reported to the State Highway Commission at its meeting on December 5, 1957. The following intersections are included in the plan of signalization:

Pacific Avenue and Hawthorne Street
Pacific Avenue and Elm Street
Pacific Avenue and Cedar Street
Pacific Avenue and College Way
19th Avenue and Main Street
19th Avenue and Cedar Street
19th Avenue and Elm Street
19th Avenue and Hawthorne Street
19th Avenue and "B" Street (flashing beacon)

The State Highway Engineer advised that the estimated total cost of this signalization is $36,000, and he told the Commission that the City has indicated its approval of the project on the basis of sharing this expense equally between the City and the State. He recommended approval of the project on the usual cooperative arrangement wherein the State and the City share equally in the installation cost and the City at city expense is committed to maintain the signals and provide electrical energy to operate them. You will be pleased to know that the Commission adopted the recommendation.

The matter is to be covered by appropriate agreement between the City and the State which will be prepared in this office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: F. B. Crandall

RECEIVED
NOV 29 1957
FOR FILING

November 27, 1957

Oregon State Highway Commission

Gentlemen:

In connection with the development of the one-way couplet on Pacific Avenue and 19th Avenue (OR8) in the city of Forest Grove, it will be advisable, for the proper operation of such couplet, to install an interconnected progressive signal system thereon. A plan of signalization has been developed which calls for signalization of the following intersections:

Pacific Avenue and Hawthorne Street
Pacific Avenue and Elm Street
Pacific Avenue and Cedar Street
Pacific Avenue and College Way
19th Avenue and Main Street
19th Avenue and Cedar Street
19th Avenue and Elm Street
19th Avenue and Hawthorne Street
19th Avenue and "B" Street (flashing beacon)

The total cost of this signalization project is estimated to cost $36,000 and the City has intimated its approval of the project on the basis of equal sharing of the total cost between the State and the City.

It is recommended that this project be approved on the usual cooperative arrangement wherein the State and City share equally in the installation costs, with the City committed to care for all maintenance and power consumption costs. If you approve, the State's share ($18,000) can be charged against Minor Betterment Funds for Traffic Signal Projects to be Selected.

This matter will be on the agenda for the forthcoming meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. C. H. Maison
Mr. F. E. Crandall

FBC:njs fn

City of Forest Grove

CLIFFORD P. ROWE, MAYOR
M. O. GARDNER, CITY MANAGER-TREASURER
G. E. RICHARDS, RECORDER
JAMES R. SHICK, ATTORNEY

1924 COUNCIL STREET, FOREST GROVE, OREGON

November 20, 1957

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

This is written in reply to your letter of September 9 concerning the approximate cost for the installation of the eight traffic signals and one flashing beacon in Forest Grove when the one-way couplet is finished.

Please be advised that we are in the process of establishing a means for financing our portion of the project which I understand would be about $18,000. We will arrange to have this money available in our 1958-59 budget which would be effective July 1, 1958.

If there is a possibility that our portion might be more than $18,000, we would appreciate being advised so that we can plan accordingly. We assume that an agreement to this effect will be drawn up some time in the next few months.

Yours very truly,

M. O. Gardner
City Manager

MOG/ado

RECEIVED
NOV 22 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 10 1957
FOR FILING

5270

September 9, 1957

Mr. M. O. Gardner
City Manager
City Hall
Forest Grove, Oregon

Dear Mr. Gardner:

Mr. Crandall advised you on July 10, and a representative of our Traffic Engineering Division discussed with you, the installation of signals incident to the one-way couplet on the proposed Pacific-19th Avenue one-way couplet in your city. It was proposed to install eight additional signals and one additional flashing beacon as shown on the attached city plat.

It is felt that the traffic signals on their approximate two-block spacing are necessary for an efficient operation of the grid so as to control speed characteristics of vehicular traffic and allow pedestrians ample opportunity to cross the one-way streets. It is also proposed to install a flashing beacon at the intersection of B Street and 19th Avenue. This will be at the end of the one-way couplet, and a flasher is desirable in that it will be necessary to stop through northbound traffic while allowing a right turn from south to west to be made without stopping.

We have conferred with officials of the S.P.& S. Company and find that it will not be necessary to interconnect the traffic signal at 19th Avenue and Main Street with the railroad for they operate only one train per day through the intersection and this occurs after 10:30 p.m. In this event we feel that we could set the traffic signal on a time clock so that at 9:00 p.m. it would go into flashing operation. In view of operating the signal thusly, we could save considerable in installation cost by not having to interconnect with the railroad.

It has been determined that the total over-all cost of installing the eight traffic signals and the one flashing beacon would come to a total of $35,000, which would be shared equally by the City and the State. The State would, in the first instance, let the project to contract as soon as the City's funds are available. It is my understanding that you do not have this amount available but will have to program it in your 1958-59-fiscal-year budget. I am writing you at this time so that you will have ample opportunity to apprise your Finance Committee of this

need. As you also know, it will be necessary for the City to deposit with the State one-half of the estimated cost prior to letting this project to contract. It is our desire to let this traffic signal contract at as early a date as possible after the City's funds are available.

Please advise if this is satisfactory so that I may present the matter to the State Highway Commission for its consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Fuson
Assistant State Highway Engineer

Attach.
Mr. David Don
cc Mr. W. C. Williams
Mr. F. B. Grandall
Mr. C. G. Swenson
Mr. A. G. Skelton

JAH:eh:gm

RECEIVED
AUG 26 1958
FOR FILING

FORM 830—60M—2-57—1476

5270

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1957

SUBJECT: Traffic Signal Installations
One-Way Couplet, ORE8
Forest Grove

To:
G. S. Paxson
Assistant State Highway Engineer
Office

During the second week in July Mr. Val Johnson, Traffic Control Engineer, met with Mr. M. O. Gardner, City Manager, City of Forest Grove, and his Chief of Police, in regard to proposed installation of traffic signals on the one-way couplet, using Pacific and 19th Avenues in the City of Forest Grove. I have delayed reporting to you on this discussion until such time as we have worked out certain details with the S.P.& S. Company incident to signalization at one of the intersections.

There is attached a copy of the city plat showing the existing and proposed traffic signal and flashing beacon installations on this couplet. You will note that it is the plan to install eight additional traffic signals which will give an approximate two-block spacing. This is true except in the instance of Pacific Avenue where there is an existing traffic signal at Main Street, and it is proposed to install one at College Way. You will recall that College Way is the route of the Nehalem Highway coming into the city from Banks.

It is also proposed to install a flashing beacon at the intersection of "B" Street and 19th Avenue. This will be at the end of the one-way couplet and a flasher is desirable in that it will be necessary to stop through northbound traffic while allowing the right-turn from south to east to be made without stopping.

I mentioned that we were working out certain details with the Oregon Electric Division of the Spokane, Portland and Seattle Railway, and this had to do with the traffic signal at the intersection of 19th Avenue and Main Street. The decision rested with whether this would be preempted by railroad actuation, but duscussion with S.P. & S. officials reveals that the following schedule holds for their train to Forest Grove; "Leaves Portland daily except Saturday at 8:30 p.m." It arrives in the 19th and Main area of Forest Grove about 10:30 p.m. They advise that arrival could

be delayed up to, but not past, 11:30 p.m. In view of this I see no reason to interconnect rail and vehicular signals other than to put the vehicular signal on a time clock so that at 9:00 p.m. it goes onto flashing amber operation for 19th Avenue and flashing red operation to Main Street. This will save considerable over-all expenditure for the project.

The estimated cost of the eight signals and the one flashing beacon is $36,000 to be born equally by the City and State. We have made provision in the 1958 Minor Betterment Budget for Traffic Signal Projects to be Selected to cover this expenditure. I am attaching a Suggested Draft of a letter to Mr. Gardner covering this project. You will recall that the City of Forest Grove will not be able to participate in the signal installation until after July of 1958. We should, however, as I have indicated in the attached letter to Mr. Gardner, give them information at this time so that they may proceed with the budgeting of sufficient funds for 1958-59 fiscal year.

F. P. Crandall
Traffic Engineer

JAH:eh

Attachments

RECEIVED
AUG 2 6 1958
FOR FILING

File No. _____
Rd. No. _____ M.P. _____
City of _____
Streets _____
Rural _____ Urban _____

5270

July 10, 1957

Mr. H. O. Gardner
City Manager
City Hall
Forest Grove, Oregon

Dear Mr. Gardner:

This will refer to your letter of July 9 to Mr. Head of this office requesting that Val Johnson make contact at an early date to discuss with you possible installation of traffic signals in your city.

I have just been informed that Mr. Johnson had plans to contact you on Thursday, July 11.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

JAllenja

cc: G. S. Paxson
F. B. Crandall

July 9, 1957

RT. SHP'D TO
Johnson
Y ASST. TRAFFIC ENGR.

Mr. Al Head
Traffic Engineering office
Oregon State Highway Dept.
Salem, Oregon

Dear Al:

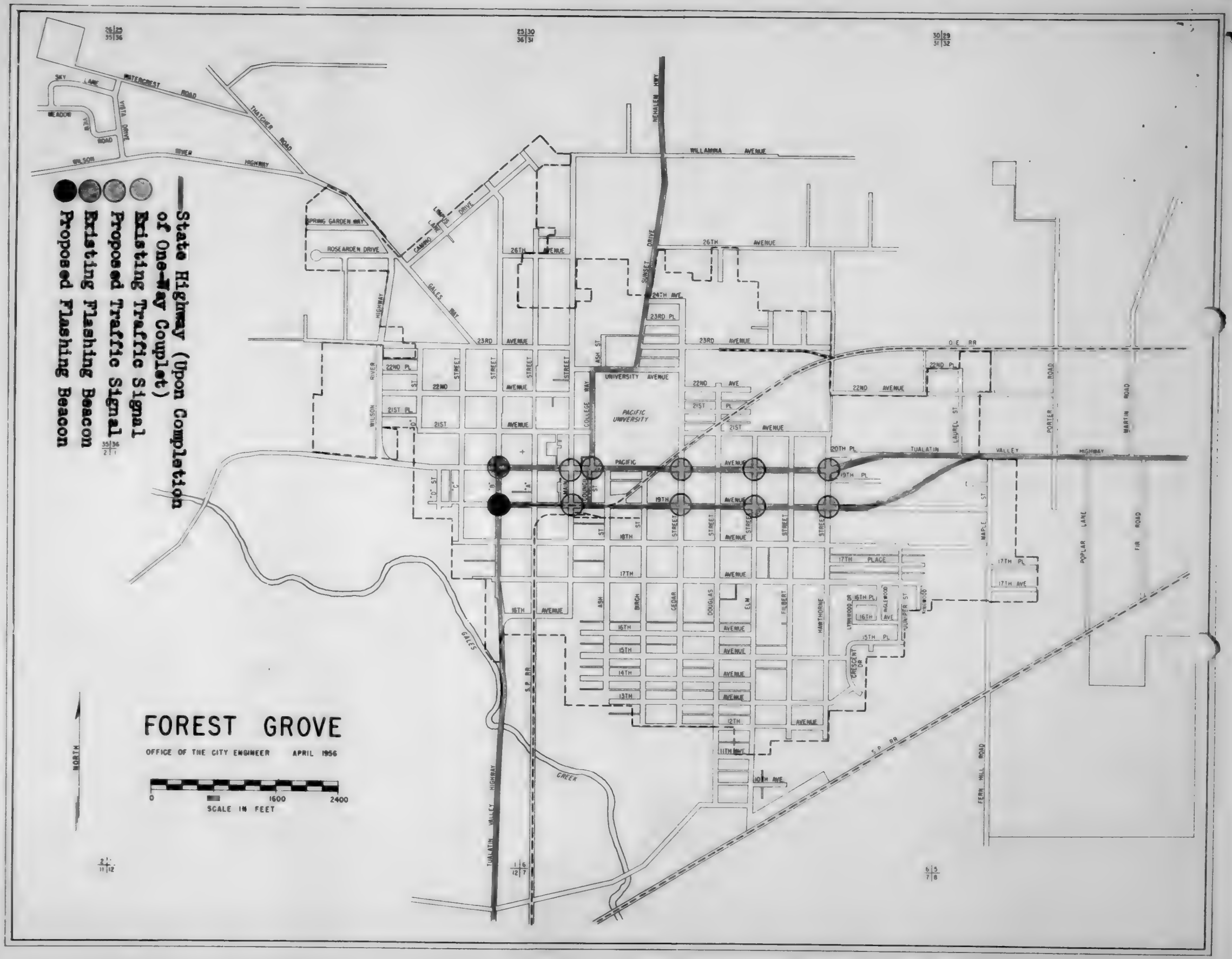
When we were in your office a couple of weeks ago we discussed with you and Val Johnson about him coming to Forest Grove to investigate the possible location of traffic lights. Our present Chief of Police is leaving for state employment within the next ten days. I would like to have him in on the discussions, so would appreciate it if Val could come so that we could have at least one talk with our present police chief.

Thank you for your consideration.

Yours very truly,

M. O. Gardiner
City Manager

MOG/ado


State Highway (Upon Completion of One-Way Couplet)
Existing Traffic Signal
Proposed Traffic Signal
Existing Flashing Beacon
Proposed Flashing Beacon
35|36 / 2|1
FOREST GROVE
OFFICE OF THE CITY ENGINEER APRIL 1956
NORTH
0 1600 2400
SCALE IN FEET
MEMALEN HWY.
WILLAMINA AVENUE
26TH AVENUE
24TH AVE.
23RD PL
23RD AVENUE
22ND PL
22ND AVENUE
21ST PL
21ST AVENUE
20TH PL
19TH PL
19TH AVENUE
18TH AVENUE
17TH PLACE
17TH PL
17TH AVE
16TH PL
16TH AVE
15TH PL
15TH AVENUE
14TH AVENUE
13TH AVENUE
12TH AVENUE
11TH AVE
10TH AVE
UNIVERSITY AVENUE
PACIFIC AVENUE
PACIFIC UNIVERSITY
O.E. RR
S.P. RR
TUALATIN VALLEY HIGHWAY
MAIN STREET
COLLEGE WAY
ASH ST
BIRCH
CEDAR
DOUGLAS
ELM
FILBERT
HAWTHORNE
MAPLE
JUNIPER ST
CRESCENT DR
LAUREL ST
PORTER ROAD
MARTIN ROAD
POPLAR LANE
FIR ROAD
FERN HILL ROAD
GALES CREEK
GALES WAY
THATCHER ROAD
WATERCREST ROAD
SKY LANE
MEADOW VIEW ROAD
VISTA DRIVE
WILSON RIVER HIGHWAY
SPRING GARDEN WAY
ROSEARDEN DRIVE
CAMINO LINDA VISTA DRIVE
SUNSET DRIVE
WILSON RIVER HIGHWAY
23|30 / 36|31
30|29 / 31|32
6|5 / 7|8
1|6 / 12|7
2|1 / 11|12

S-175(3) N. Unit, Spray-Waterman 1958
DS-175(4) Sec.
#5271

RECEIVED
JUN 29 1959
FOR FILING

6-22-59

ANCHOR CASUALTY COMPANY

SAINT PAUL 14, MINNESOTA

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

ATTENTION: C. W. HEAD, ASSISTANT SECRETARY

RE: BOND NO. 159510 - R. G. SMITH DBA SILVER FALLS CONSTRUCTION COMPANY, SILVERTON, OREGON - PRINCIPAL - SURFACING PART OF SPRAY-WATERMAN HIGHWAY IN WHEELER COUNTY - YOUR CONTRACT NO. 5271

I WISH TO ACKNOWLEDGE AND THANK YOU FOR YOUR LETTER OF JUNE 2, 1959 CONCERNING AN ALLEGED CLAIM FILED UNDER FILE NO. 3647 BY THE FEIRING GENERAL TIRE SERVICE, INC., WITH HOWELL APPLING, JR., SECRETARY OF STATE. IN ACKNOWLEDGING RECEIPT OF THIS LETTER I WISH TO ALSO GO ON RECORD WITH A COPY OF THIS LETTER TO MR. APPLING THAT THIS IS NOT THE TYPE OF CLAIM COVERED BY THE BOND OR INTENDED BY THE STATUTE INASMUCH AS TIRES USED ON VEHICLES WHICH VEHICLES ARE USED ON MANY JOBS DO NOT CONSTITUTE LABOR AND MATERIAL GOING INTO A PARTICULAR JOB AS IS COVERED BY THE STATUTORY BOND. ACCORDINGLY, THIS LETTER IS INTENDED AS NOTICE THAT THIS COMPANY AS SURETY ON THIS JOB DOES NOT RECOGNIZE THIS CLAIM AS A PROPER CLAIM UNDER THE BOND AND DOES NOT AUTHORIZE PAYMENT THEREOF.

J. J. Sullivan By K S

J. J. SULLIVAN, ATTORNEY, FIDELITY & SURETY DEPARTMENT
ELM

JUNE 22, 1959

VIA CERTIFIED MAIL

RECEIVED
FLOYD QUERY

RECEIVED
C. W. HEAD

RECEIVED
JUN 26 1959

RECEIVED
JUN 15 1959
FOR FILING

W.C. Williams

NOTED
W. C. WILLIAMS

June 10, 1959

S-175(3)
DS-175(4)
5271

N. Unit, Spray-Waterman Section
Contract No. 5271

FINAL COST ANALYSIS
Stone Surfacing
Contractor: Silver Falls Constr. Co.
Resident Engineer: Thomas Bradd

Spray-Waterman Road
Prefix 535-1021
S-175(3)
Project DS-175(4)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Selected Roadbed Topping	40,435.2	Cu. Yd.	0.59	0.52	20,978.78	23,856.77
Hauling Roadbed Topping	148,617.5	Yd. Mi.	0.16	0.15	22,750.92	23,778.80
3/4"-0 Material in Base	8,940	Cu. Yd.	2.80	2.68	23,921.30	25,032.00
Sprinkling	1,228	M-Gal.	2.50	2.21	2,711.06	3,070.00
Deductions:						
Liquidated Damages	8	Days	90.00			-720.00
					$ 70,362.06	$ 75,017.57

Gross Revenue	$ 75,017.57
Total Cost	70,362.06
Profit	$ 4,655.51

Net Profit equals 6.2% of Gross Revenue

RECEIVED
JUN 1 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COSTS - Contract No. 5271

Labor:		
Labor	$ 18,818.51	
Labor Insurance	1,411.39	$ 20,229.90
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	12,769.37	
Equipment Rental, Hired	8,602.32	
Gas, Oil, and Grease	11,458.00	
Bond	375.08	
P.U.C.	11.50	
P.L. & P.D. Insurance	235.23	
Small Tools & Misc. Supplies	575.50	
Move In, Freight and Cartage	875.50	
Home Office and General Overhead	925.65	
Amount paid Homer Johnson for Crushing Gravel	14,304.01	50,132.16
TOTAL		$ 70,362.06

Remarks - Contract No. 5271

This was a "Federal Aid Secondary Project" calling for the stone surfacing of 8.34 miles of roadbed on the North Unit, Spray-Waterman Section of the Spray-Waterman County Road in Wheeler County.

The contract was bid July 10, 1958, awarded July 31, 1958. Work started August 7, 1958 and the project was completed December 17, 1958.

The contractor moved in one 3/4-cubic yard shovel, six single unit trains, three 8-cubic yard dump trucks, one water wagon, one blade, and one roller on August 7th, and started hauling roadbed topping, making fair progress when they were hauling the material through the sections where the county was excavating. After the county completed the excavation the contractor made better progress.

The contractor hired Homer Johnson, crushing contractor, to crush the 3/4-0 material for this project. The crushing plant was set up on the westerly side of and adjacent to Station 60+00 and the crushing was started October 20, 1958. Fair progress was made on the crushing but the material became too dirty, making it necessary to get the balance of the material from the pit near the John Day River. This gravel was very clean and good progress was made.

The contractor had good bid prices, good equipment and personnel supervision, realizing a good profit.

,M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
JUN - 5 1959
FOR FILING

J 75 (-)
K 75 -)
5271

June 2, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens
Public Records Section

Dear Sir:

Thank you for your letter of May 29 which had attached to it three copies of a claim in the amount of $2,217.47, filed with your office by Roy A. Feiring, Feiring General Tire Service, Inc., for tires, tubes and repairs furnished to Silver Falls Construction Co. on our Contract No. 5271, your File No. 3647.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

May 29, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Roy A. Feiring, Feiring General Tire Service, Inc., 710 State Street, Salem, Oregon, and filed as of this date, a notice of claim by Feiring General Tire Service, Inc., for tires, tubes and repairs in the sum of $2,217.47 against the bond taken from the Anchor Casualty Company, through Bourland Insurance Agency, 1980 Fairgrounds Road, Salem, for the work of the North Unit, Spray-Waterman Section in Wheeler County, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
JUN 2 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN - 5 1959
FOR FILING
A-175 (2)
A-175 (1)
5271

June 2, 1959

Anchor Casualty Company
St. Paul 14, Minnesota

Gentlemen:

Attached is a copy of a claim in the amount of $2,217.47 which has been filed with the Secretary of State by Fairing General Tire Service, Inc., 710 State St., Salem, for tires, tubes, and repairs furnished to Silver Falls Const. Co. This appears to be in connection with our Contract No. 5271 for stone surfacing the North Unit, Spray-Waterman Section in Wheeler County.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

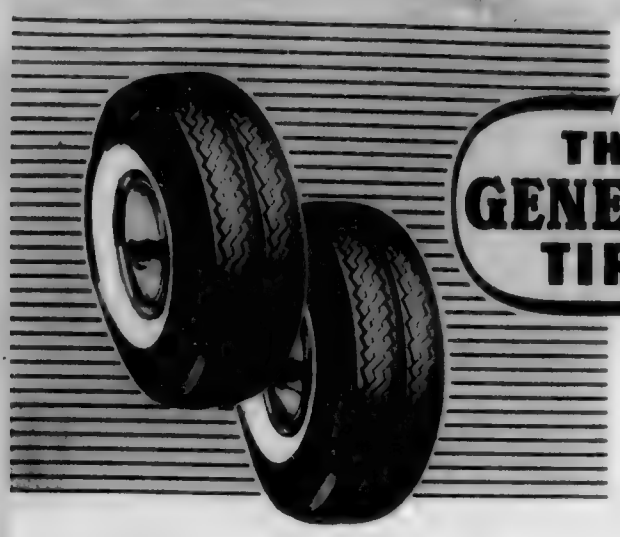
Enc.
CC:
Silver Falls Const. Co.
407 Oak Street
Silverton, Oregon

NOTED ON CARD
EC

Bourland-McElhinny Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp



Feiring General Tire Service, Inc.

Kraft Recapping *Salem's Quality Tire Store* *The General Tire*

710 State St. Phone 22459 Salem, Oregon

110 Washington St. Phone 88692 Albany, Oregon

FOR SAFE HUMAN MILEAGE

May 28, 1959

Howard Appling,
Secretary of State
Capitol Bldg.,
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned Roy A. Feiring, owner and operator of the Feiring General Tire Service, Inc., has a claim for the following described property, 7 900/20 LGM Kraft caps, 3 1000/20 HCT full caps, 1 900/20 LGM Kraft cap, 3 1000/20 HCT full caps, 1 900/20 HCT Kraft cap, 1 1000/20 Kraft cap, 2 1000/20 HCT full caps, 3 900/20 HCT Kraft caps, 1 1000/20 Kraft cap, 1 900/20 HCT cap, 1 1000/20 Kraft HCT cap, 1900/20 Kraft section, 1 1000/20 Kraft reinforcement, 4 HD 9002/0 tubes, 1 900/20 used cap, 17 900/20 Kraft HCT caps, 6 900/20 Kraft arm section rep.(4 10 ply and 2 12 ply sections) 4 900/20 spot repairs, 3 900/20 Kraft HCT caps, 2 900/20 Kraft HCT caps, 1 900/20 HD tube, 5 900/20 Kraft HCT caps, 4 HD tubes, 1 900/20 used tube, 1 20X 7.5 outside lock ring and 1 new value stem installed in 900/20 in the sum of $ 2,217.47 dollars against the bond taken from The Anchor Casualty Company, through Rourland Insurance Agency, 1980 Fairgrounds Road, Salem, furnished the performance bond for the work of the North Unit, Spray-Waterman Section in Wheeler County, Oregon.

Roy A. Feiring

Roy A. Feiring
Feiring General Tire Service, Inc.,

File # 3647

FILED
MAY 29 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 29 195
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 28 1959
FOR FILING
5271

May 27, 1959

Feiring General Tire Service, Inc.
710 State Street
Salem, Oregon

Attention: Mr. E. J. Boust
Credit Manager

Gentlemen:

This will acknowledge your letter of May 22 stating that Silver Falls Trucking Co., Silverton, owes you $2,217.47 for truck tires.

The most recent contract that we have with Silver Falls Construction Co. is Contract No. 5271 for stone surfacing the North Unit, Spray-Waterman Section in Wheeler County. This contract was completed December 17, 1958 and accepted by the Highway Commission January 22, 1959. The Anchor Casualty Company, through Bourland Insurance Agency, 1980 Fairgrounds Road, Salem, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime, your letter will be noted in our records and we will advise the surety and Silver Falls Construction Co. that it has been received.

Very truly yours,

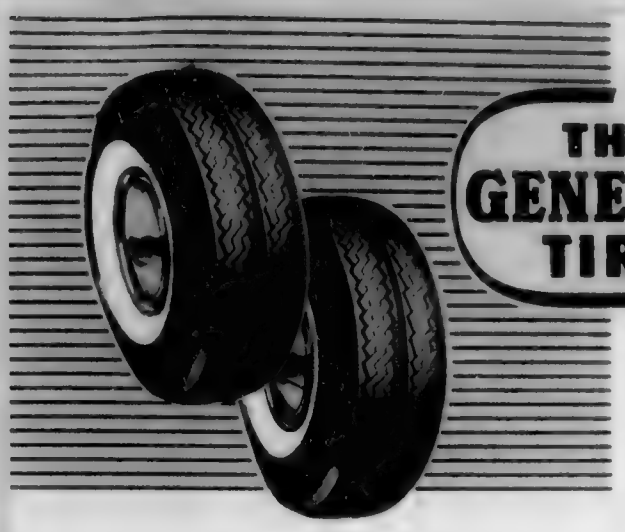
OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD
dc



Feiring General Tire Service, Inc.

Kraft Recapping *Salem's Quality Tire Store* *The General Tire*

710 State St. Phone 22459 Salem, Oregon

110 Washington St. Phone 88692 Albany, Oregon

FOR **SAFE** HUMAN MILEAGE

May 22, 1959

Floyd Query
Secretary State Highway Commission
State Highway Bldg.,
Salem, Oregon

Dear Sir:

I talked to Mr. Head of your office this date, he suggested I summit a letter on Silver Falls Trucking Co., owned and operated by Gib Smith, Silverton, Oregon.

We have Mr. Smith on the books for the purchases of truck tires, which he said he needed for contracts that he had for the State of Oregon.

I would like to know I how can file with your office on any jobs that he might have going to covering our tire contract on Mr. Smith.

We have a delinquent balance of $ 2217.47, Mr. Smith claims his money is being held up on his past work and we have been going along with him.

I would appreciate your forms that we would need to file with your office.

Very truly yours,

FEIRING GENERAL TIRE SERVICE, INC.,

E. J. Boust, Credit Manager,

NOTED
FLOYD QUERY

RECEIVED
MAY 25 1959

RECEIVED
MAY 2 1959
FOR FILING

May 27, 1959

Anchor Casualty Company
Saint Paul 14, Minnesota

Gentlemen:

We have received a letter from Fairing General Tire Service, Inc., 710 State Street, Salem, stating that the Silver Falls Construction Co., Silverton, owes them $2,217.47 for truck tires. This appears to be in connection with our Contract No. 5271 for stone surfacing the North Unit, Spray-Waterman section of the Spray-Waterman Road in Wheeler County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Silver Falls Construction Co.
407 Oak Street
Silverton, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

RECEIVED
APR 31 1959
FOR FILING

April 23, 1959

Newport Construction Company
7031 N. E. Halsey St.
Portland 13, Oregon

Gentlemen:

This will acknowledge receipt of copy of your letter of April 22, addressed to the Secretary of State, advising that your claim in the amount of $1,329.68 against Silver Falls Const. Co. has been paid.

This is in connection with State Highway Contract No. 5271 with Silver Falls Const. Co. for stone surfacing the Sweta Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:

Anchor Casualty Company
Saint Paul 14, Minn.

Moreland-McElhinny Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Silver Falls Const. Co.
407 Oak St.
Silverton, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
dc

CWH:fp

April 22, 1959

Secretary of State
Salem,
Oregon

#5271

Re: Silver Falls Const. Co.
Spray - Waterman Job

Gentlemen:

Will you please release our claim against the Silver Falls Construction Co. in connection with the above captioned work. We have received satisfactory payment for all charges.

Very truly yours,

NEWPORT CONSTRUCTION COMPANY

E. L. Nortell

E. L. Nortell, Secretary.

C.C. Bourland-McElhinny Ins. Agency.
C.C. Oregon State Highway Dept.

RECEIVED
APR 23 1959
STATE

RECEIVED
MAR 27 1959
FOR FILING

5271(3)
5271(4)
5+11

March 24, 1959

State Industrial Accident Commission
Public Service Building
Salem, Oregon

Attention: Mr. H. E. Osborn
Assistant Commissioner

Gentlemen:

This will acknowledge receipt of your letter of March 18 informing us that you have received $228.30 as payment in full for your claim against the bond taken from Anchor Casualty Co. because of the failure of Homer G. Johnson, subcontractor to Silver Falls Construction Co., prime contractor, to pay the contributions due, based on a payroll audit through December 31, 1958. This pertains to State Highway Contract No. 5271 with Silver Falls Construction Co.

This information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

ATTENTION: Collections

March 18, 1959

REFERRED TO
Floyd Tuttle
C H MOUNTAIN ENGINEER

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Firm No. 33210, Homer G. Johnson

Gentlemen:

On February 16, 1959, the State Industrial Accident Commission filed a claim for contributions due in the sum of $228.30 based on a payroll audit through December 31, 1958, against the bond taken from Anchor Casualty Company because of the failure of Homer G. Johnson, a subcontractor under Rudolph Gideon Smith, Jr., dba Silver Falls Construction Company, to pay the contributions due under State Highway Contract No. 5271.

We have now received payment in the amount of $228.30, therefore, please cancel our claim.

Very truly yours,

H. E. OSBORN
Assistant Commissioner
STATE INDUSTRIAL ACCIDENT COMMISSION

HEO:R:lr

cc.- Secretary of State
Capitol Building
Salem, Oregon

cc.- Anchor Casualty Company
c/o Earl Bourland, Agent
1980 Fairgrounds Road, N.E.
Salem, Oregon

cc.- Silver Falls Construction Co.
407 Oak Street
Silverton, Oregon

NOTED

RECEIVED
MAR 27 1959
FOR FILING

Files

March 24, 1959

Anchor Casualty Company
Saint Paul 14, Minnesota

Gentlemen:

We have received a letter from the State Industrial Accident Commission, Salem, stating that they have received $228.30 as payment in full for their claim against the bond taken from Anchor Casualty Co. because of the failure of Homer G. Johnson, subcontractor for Silver Falls Construction Co., prime contractor, to pay the contributions due, based on a payroll audit through December 31, 1958. This pertains to State Highway Contract No. 5271 with Silver Falls Construction Co., Silverton, for stone surfacing the North Unit, Spray-Waterman section of the Spray-Waterman Road in Wheeler County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC,
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Silver Falls Construction Co.
407 Oak Street
Silverton, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

CWH:fp

RECEIVED
MAR [illegible] 1959
FOR FILING

J 172(3)
(1 [illegible] 4)
[illegible]

Mar. 17, 1959

Anchor Casualty Co.
Saint Paul 14
Minnesota

Gentlemen:

Attached is a copy of a claim in the amount of $1,329.68, which has been filed with the Secretary of State by Newport Construction Company for equipment rentals and small supplies furnished to Silver Falls Construction Company, Silverton, Oregon, on our Contract No. 5271 for stone surfacing the North Unit, Spray-Waterman Section project in Wheeler County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

GWN:sm
Attach.

cc: Courland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Silver Falls Construction Co.
407 Oak St.
Silverton, Oregon

NOTED ON CARD

March 9, 1959

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Newport Construction Company, has a claim for equipment rentals and small supplies in the sum of Thirteen hundred twenty nine dollars and sixty eight cents ($1,329.68) against the bond from Silver Falls Construction Company and Anchor Casualty Co., c/o Bourland Insurance Agency, 1980 Fairgound Road, Salem, Oregon for the Oregon State Highway Construction work on the Spray - Waterman Section.

File # 3639

FILED
MAR 10 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

NEWPORT CONSTRUCTION COMPANY
7031 N. E. Halsey St.,
Portland 13, Oregon

NEWPORT CONSTRUCTION COMPANY

By E. J. Portell
Secretary

NOTED ON CARD

RECEIVED
MAR 17 1959
FOR FILING

Mar. 17, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Geo. C. Stephens
Public Records Section

Dear Sir:

This will acknowledge your letter of March 10, which had attached to it three copies of a claim in the sum of $1,329.68, filed with your office by Newport Construction Company for equipment rentals and small supplies furnished to Silver Falls Construction Company on our Contract No. 5271, your file No. 3639.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:cm

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

March 10, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTE TO
FLOYD QUERY

Dear Sir:

We have received from E. L. Nortell, Secretary, Newport Construction Company, 7031 N. E. Halsey Street, Portland 13, Oregon, and filed as of this date, a notice of claim by Newport Construction Company, for equipment rentals and small supplies in the sum of $1,329.68 against the bond taken from Silver Falls Construction Company, principal and Anchor Casualty Co., surety, c/o Bourland Insurance Agency, 1980 Fairgrounds Road, Salem, Oregon for the Oregon State Highway Construction work on the Spray-Waterman Section.

#5271

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

GS:FK
Enc.

RECEIVED
MAR 1[illegible]

NOTED ON CARD

RECEIVED
MAR 19
FOR FILING

Filed
Ct. Ct. # 5271

Bourland-McElhinny Insurance Agency

1980 Fairgrounds Road N.E.

EMpire 2-1033 — CONSTANT DEPENDABLE INSURANCE SERVICE — EMpire 3-4016

SALEM, OREGON

March 16, 1959

Mr. C. P. Hunter
Oregon State Accident Commission
Salem, Oregon

Re: Silver Falls Construction Co.

Dear Mr. Hunter:

We have received from the State Highway Department a carbon copy of letter mailed to the Anchor Casualty Company, stating that Mr. Homer G. Johnson owes your department for contributions in the sum of $228.30 based on a payroll audit through December 31, 1958.

If you will recall, you were in our office and discussed this matter with both Mr. Johnson and Mr. Smith of the Silver Falls Construction Company, as a result of which we were to send your department a check in the amount of $228.30 in payment of this claim. This check was mailed to your office on March 5th. We are wondering if there was some error or omission in the recording of our check. We also requested in our letter that you forward to us a release for all claims against the bond as a result of our payment of the above referred amount. To date we have not received this release. I will appreciate it very much if you will check concerning this matter and also send us the promised release.

Thanking you very kindly, I am

Very truly yours,

Bourland-McElhinny Insurance Agency
By: Earl D. Bourland

Earl D. Bourland

EDB:as
cc: Mr. Floyd Query,
Oregon State Highway Com.
cc: J.J.Sullivan,
Anchor Casualty Co.

NOTED ON CARD

NOTED
FLOYD QUERY

RECEIVED
MAR 17 1959
OREGON
STATE HIGHWAY COMMISSION

Representing: FIREMAN'S FUND INSURANCE COMPANY • FIREMAN'S FUND INDEMNITY COMPANY

NOTED
C. W. HEAD

RECEIVED
MAR 16 1959
FOR FILING
S-175 (2)
L-175 (2)
5271

files

Mar. 13, 1959

Anchor Casualty Company
Saint Paul 14
Minnesota

Gentlemen:

We have received a letter from the State Industrial Accident Commission stating that they have filed a claim with the Secretary of State for contributions in the sum of $228.30, based on a payroll audit through Dec. 31, 1958, against the bond taken from Anchor Casualty Company because of the failure of Homer G. Johnson, a subcontractor under Rudolph Gideon Smith, Jr., dba Silver Falls Construction Company, to pay the contributions due under State Highway Contract No. 5271 for stone surfacing on the N. Unit, Spray-Waterman Section of the Spray-Waterman County Road in Wheeler County.

We provide this information as your company appears as surety on the performance bond furnished with the contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CW:em

cc: Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Silver Falls Const. Co.
407 Oak St.
Silverton, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

RECEIVED
MAR 16 1959
FOR FILING
5271

Files

Mar. 13, 1959

State Industrial Accident Commission
Public Service Building
Salem, Oregon

Attention: H. E. Osborn
Assistant Commissioner

Gentlemen:

This will acknowledge your letter stating that your Commission has a claim for contributions in the sum of $228.30 based on a payroll audit through Dec. 31, 1958, against the bond taken from Anchor Casualty Company because of the failure of Homer G. Johnson, a subcontractor under Rudolph Gideon Smith Jr., dba Silver Falls Construction Company, to pay the contributions due under State Highway Contract No. 5271, for stone surfacing on the N. Unit, Spray-Waterman Section of the Spray-Waterman County Road in Wheeler County.

This contract was completed Dec. 17, 1958, and was accepted by the Highway Commission on Jan. 22, 1959.

The Anchor Casualty Company, through Bourland Insurance Agency, 1980 Fairgrounds Road, Salem, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

We are making notation of this claim in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em

NOTED ON CARD
em

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

ATTENTION: Collections

February 16, 1959

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Firm No. 33210, Homer G. Johnson

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $228.30 based on a payroll audit through December 31, 1958, against the bond taken from Anchor Casualty Company because of the failure of Homer G. Johnson, a subcontractor under Rudolph Gideon Smith, Jr., dba Silver Falls Construction Company, to pay the contributions due under State Highway Contract No. 5271 for stone surfacing on the N. Unit, Spray-Waterman Section of the Spray-Waterman County Road in Wheeler County.

We understand that this contract has now been completed.

Very truly yours,

H. E. OSBORN
Assistant Commissioner
STATE INDUSTRIAL ACCIDENT COMMISSION

HEO:R:lr

cc.- Secretary of State
Capitol Building
Salem, Oregon

cc.- Anchor Casualty Company
c/o Earl Bourland, Agent
1980 Fairgrounds Road, N.E.
Salem, Oregon

cc.- Silver Falls Construction Co.
c/o Rector, Maxwell & Co.
P. O. Box 786
Salem, Oregon

RECEIVED
FEB 19 1959
OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION

NOTED ON CARD

RECEIVED
MAR - 1 1959

FOR FILING

01.175(3)
01.175(4)
5271

~~E 2nd~~
notecard
files

March 2, 1959

Bourland-McElhinny Insurance Agency
1980 Fairgrounds Road N.E.
Salem, Oregon

Attention: Mr. Earl D. Bourland

Gentlemen:

As requested in your letter of February 27, 1959 we are asking that final payment on Contract No. 5271, stone surfacing on the North Unit, Spray-Waterman Section of Spray-Waterman Road, payable to Silver Falls Construction Company, be forwarded in care of the Bourland-McElhinny Insurance Agency, agents for Anchor Casualty Company.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: C. H. Maison

Attn: John Herr

Mr. Maison:
When the warrant for this payment is ready please mail as indicated above.

FQ

NOTED ON CARD

om

Bourland-McElhinny Insurance Agency

1980 Fairgrounds Road N.E.

EMpire 2-1033 — CONSTANT DEPENDABLE INSURANCE SERVICE — EMpire 3-4016

SALEM, OREGON

Feb. 27, 1959

Mr. Floyd Query, Secretary
State Highway Commission
Salem, Oregon

Re: Silver Falls Construction Co.
407 Oak St., Silverton, Oregon

Dear Mr. Query:

I have received instructions from Mr. J. J. Sullivan, Attorney for the Anchor Casualty Company, that you be given instructions to mail final check in the amount of $2,263.08 on the Spray-Waterman Highway project to me in order that these funds may be placed in the joint account with Mr. R. G. Smith of the Silverton Falls Construction Company, for the purpose of settling all incidental claims of creditors connected with this project.

Thanking you very kindly for your cooperation in this matter, I am

Very truly yours,
Earl D. Bourland

Earl D. Bourland
Bourland-McElhinny Ins. Agency
Agents for Anchor Casualty Company
of St. Paul, Minnesota

EDB:as

Contract 5271

RECEIVED
MAR 2 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
MAR [illegible] 1959
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)

Feb. 26, 1959

S-175(3)
W-175(4)
(CONTRACT NO.)
5271

(EST. NO.)

(CONTRACTOR)

5271	6-Final	Silver Falls Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4278	H 237461	$ 1,814.65	2/26/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G P Minchcomb
ACCOUNTING DIVISION

Specified completion date: 50 workdays from Aug. 31, 1958

Time Extensions: None

Completion Date: Dec. 17, 1958

Date Accepted: Jan. 22, 1959

Penalties: None of record

Claims: No request from surety to withhold claims. 2-27-59--Letter from surety requesting final check be mailed to Bourland-McElhinny Ins.

Remarks:

Date: Mar. 4, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:
MAR 4 - 1959
BC

NOTED ON CARD
cm

RECEIVED
FEB 26 1959
FOR FILING

A 172 (3)
A 172 (4)
5271

E-M.
Notice sent
files

Salem, Oregon
February 25, 1959

Final Payment on Contract 5271

Mr. C. H. Maison, Auditor

To confirm a telephone request made to Mr. Herr this morning, please withhold final payment on Contract 5271, Silver Falls Construction Company.

(requested by surety by phone)

Floyd Query, Secretary

FQ:ms

NOTED ON CARD

RECEIVED
FEB 18 1959
FOR FILING

1-175(2)
01-175(41)
5271

Feb. 17, 1959

Anchor Casualty Co.
Saint Paul 14
Minnesota

Gentlemen:

A letter has been received from Newport Construction Company, 7031 N. E. Halsey St., Portland 13, Oregon, advising that Silver Falls Construction Company owe them $1,329.68 for equipment rentals and small supplies furnished on our Contract No. 5271, for stone surfacing on the N. Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CW:em
cc:
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Silver Falls Const. Co.
407 Oak St.
Silverton, Oregon

Commissioner
W. C. Williams
Forrest Cooper

NOTED ON CARD

RECEIVED
FEB 13 1959
FOR FILING

Feb. 17, 1959

Newport Construction Co.
7031 N. E. Halsey St.
Portland 13, Oregon

Gentlemen:

This is to acknowledge your letter of February 12, stating that your company has a claim for equipment rentals and small supplies in the sum of $1,329.68 against Silver Falls Construction Company in connection with our Contract No. 5271, for stone surfacing on the N. Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County.

This contract was completed July 31, 1958, and was accepted by the State Highway Commission on Jan. 22, 1959. The Anchor Casualty Company, through Bourland Insurance Agency, 1980 Fairgrounds Road, Salem, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred therein.

Should you wish to protect your claim for a period longer than six months following acceptance of the contract, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the procedure. In the meantime, your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em
Attach.

NOTED ON CARD

ALPINE 3-7559
ALPINE 3-7550

NEWPORT CONSTRUCTION CO.

INCORPORATED 1904
GENERAL CONTRACTORS
7031 N. E. HALSEY STREET • PORTLAND 13, OREGON

H. R. NEWPORT
PRESIDENT-TREASURER

M. R. NEWPORT
VICE-PRESIDENT

E. L. NORTELL
SECRETARY

February 12, 1959

Oregon State Highway Department
Salem,
Oregon

Attention: Mr. Floyd Query
Secretary

Gentlemen:

Enclosed is our claim for equipment rentals due from Silver Falls Construction Co., Rt. #1, Box 212, Silverton, Oregon

Very truly yours,

NEWPORT CONSTRUCTION COMPANY

E. L. Nortell

E. L. Nortell, Secretary

ELN:es

RECEIVED
FEB 17 1959
STATE HIGHWAY COMMISSION

NOTED ON CARD

em

ALPINE 3-7559
ALPINE 3-7550

NEWPORT CONSTRUCTION CO.

INCORPORATED 1904
GENERAL CONTRACTORS
7031 N. E. HALSEY STREET • PORTLAND 13, OREGON

H. R. NEWPORT
PRESIDENT-TREASURER

M. R. NEWPORT
VICE-PRESIDENT

E. L. NORTELL
SECRETARY

February 12, 1959

To: OREGON STATE HIGHWAY DEPARTMENT

Notice is hereby given that the undersigned, Newport Construction Company, has a claim for equipment rentals and small supplies in the sum of Thirteen hundred twenty nine dollars and sixty eight cents ($1,329.68) against the bond taken from Silver Falls Construction Company and Anchor Casualty Co., c/o Bourland Insurance Agency, 1980 Fairground Road, Salem, Oregon for the Oregon State Highway Construction work on the Spray - Waterman Section. #5271

NEWPORT CONSTRUCTION COMPANY

By M R Newport Vice President

RECEIVED
3 . 1959
FOR FILING

A 175 (3)
OS-175.A1
5271

Salem

February 16, 1959

Anchor Casualty Company
Saint Paul 14, Minnesota

Gentlemen:

This is to acknowledge your letter of February 10 concerning release of funds to Silver Falls Construction Company on our Contract No. 5271 for work on the Spray-Waterman Highway in Wheeler County.

A check in the amount of $6,377.70 has been released to the Bourland-McElhinny Insurance Agency, and a final payment will be released directly to the contractor as stated in your letter.

Thank you very much for your cooperation in this matter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: Bourland-McElhinny Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

John Herr, Accounting Division
(Note: Final payment may be released to the contractor immediately.)

NOTED ON CARD

ANCHOR CASUALTY COMPANY

SAINT PAUL 14, MINNESOTA

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

ATTENTION: FLOYD QUERY, SECRETARY, OREGON STATE HIGHWAY COMMISSION

RE: BOND 159510 - R. T. SMITH DBA SILVER FALLS CONSTRUCTION COMPANY
SILVERTON, OREGON - PRINCIPAL
STATE OF OREGON - OBLIGEE
SURFACING PART OF SPRAY-WATERMAN HIGHWAY, WHEELER COUNTY
BOND PENALTY - $76,477.

FOLLOWING UP MY LETTER OF FEBRUARY 5, 1959, PLEASE BE ADVISED THAT WE ARE NOW IN RECEIPT OF INFORMATION FROM RECTOR, MAXWELL & COMPANY, CERTIFIED PUBLIC ACCOUNTANTS, THAT ALL BILLS ON THE CAPTIONED JOB HAVE BEEN PAID. ACCORDINGLY, THIS IS YOUR AUTHORITY TO RELEASE THE CHECK FOR $6,377.70 DIRECTLY TO THE CAPTIONED CONTRACTOR OR, IF YOU HAVE ALREADY BEEN DIRECTED BY THE ACCOUNTANTS OR THE INSURANCE AGENCY TO SEND THE CHECK TO THEM, THEN PLEASE FOLLOW THEIR INSTRUCTIONS. IN ANY EVENT, ANCHOR CASUALTY COMPANY, AS SURETY, HAS NO FURTHER OBJECTIONS TO RELEASING THE $6,377.70 CHECK TO THE CONTRACTOR NOR DO WE HAVE ANY FURTHER OBJECTION TO RELEASE OF THE FINAL CHECK IN THE AMOUNT OF $2,263.08.

I WISH TO THANK YOU AGAIN FOR YOUR VERY GOOD ASSISTANCE IN THIS MATTER.

J. J. SULLIVAN, ATTORNEY, FIDELITY & SURETY DEPARTMENT
FLN

FEBRUARY 10, 1959

VIA AIR-MAIL

RECEIVED
FEB 13 1959
STATE HIGHWAY COMMISSION

RECEIVED
FEB 17 1959
FOR FILING

Filed

Feb. 13, 1959

Anchor Casualty Co.
Saint Paul 1k
Minnesota

Gentlemen:

Attached is a copy of a claim in the amount of $88.45 which has been filed with the Secretary of State by John Day Motor Company for labor and materials furnished to Silver Falls Construction Company, Silverton, on our Contract No. 5271, for stone surfacing on the North Unit, Spray-Watermum Section project in Wheeler County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By: C. W. Head
Assistant Secretary

CWHiles
Attach.

cc: Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Silver Falls Const. Co.
407 Oak St.
Silverton, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

JOHN DAY MOTOR CO.
SALES SERVICE
TELEPHONE 35 • JOHN DAY, OREGON

January 26, 1959

Howell Appling, Secretary of State
Salem, Oregon

Re: Oregon State Highway Commission
Contract #5272 - Silver Falls Const. Co.

Dear Sir:

Notice is hereby given in accordance with ORS 279.526 that the undersigned, John Day Motor Company, has a claim for labor and materials as per attached statements, in the amount of eighty eight dollars and forty five cents ($88.45) against the bond taken from The Anchor Casualty Co. (through Bourland Insurance Agency, Salem, Oregon) who furnished the performance bond for the Silver Falls Construction Company for the work of stone surfacing on the North Unit, Spray-Waterman Section in Wheeler County.

Very truly yours,

Lloyd R. Ogilvie, President
John Day Motor Company

LRO/jkm
encl

File # 3630

RECEIVED
JAN 29 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

FILED
JAN 29 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

Ford TRACTOR SALES Ford SERVICE Dearborn FARM EQUIPMENT

JOHN DAY MOTOR COMPANY

TELEPHONE 35

JOHN DAY, OREGON

ALL BILLS DUE FIRST OF EACH MONTH.
10% INTEREST ADDED AFTER 30 DAYS.

TO Silver Falls Construction Co.
Silverton, Oregon

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
BALANCE FORWARDED				55.70
	Balance fwd from page -1-			
9/15/58	Inc.#07663 /s/ Joy I. Graham			
	Parts:			
	1 B60-6710A Gasket	.80		
	Less 25%	.20		
		.60		
	Core charge on clutch	8.00		8.60
	Total Inv. #07663			
9/15/58	R.O.#9031; 1957 Ford F100; License #J186			
		List	Net	
	Parts:			
	1D6A-10654A Battery	29.00	24.15	
	Labor:			
	Replace battery		N/C	
	Total R. O. #9031			24.15
	Total amount due			88.45

ABBREVIATION CODE: GO—GAS, OIL AND GREASE; PT—PARTS; PW—PARTS WHOLESALE; AC—ACCESSORIES; WO—WORK ORDER; TT—TIRES, TUBES; LA—LABOR; RA—RECEIVED ON ACCOUNT; CM—CREDIT MEMORANDUM.

FORM S-6

SYCO, BOISE

Ford TRACTOR SALES Ford SERVICE Dearborn FARM EQUIPMENT

JOHN DAY MOTOR COMPANY

TELEPHONE 35 — JOHN DAY, OREGON

ALL BILLS DUE FIRST OF EACH MONTH.
10% INTEREST ADDED AFTER 30 DAYS.

TO Silver Falls Construction Co.
Silverton, Oregon

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
BALANCE FORWARDED				
9/6/58	Inv.#07552 s/s/ J. Ross			
	Parts:			
	1 B4Q-8600A Fan	11.30		
	2 2A-9288A Line @ 80¢ each	1.60		
	4 Tie Belts @ 95¢ each	3.80		
	12 5/16 Ferrules @ 7¢ each	.84		
	12 3/8 Ferrules @ 8¢ each	.96		
		16.50		
	Less 25%	4.62		
	Total Inv. 07552			13.88
9/15/58	Inv.#07661 s/s/ Joy I. Graham			
	Parts:			
	6 01A-7517 Brushings @ 30¢ each	1.80		
	3 01A-7539 Washers @ 5¢ each	.15		
	1 8Q-7550 Disc Exchange	18.95		
	1 B6Q-7563 Plate Exchange	27.90		
	1 FAB-12171B Points	2.06		
	1 FAB-12300B Condenser	.93		
	2 B5Q-661A Bearings @ 1.80 each	3.60		
	2 B5Q-6701A Seals @ 18¢ each	.36		
		55.75		
	Less 25%	13.93		
	Total Inv.#07661			41.82
	Balance fwd to page -2-			55.70

ABBREVIATION CODE: GO—GAS, OIL AND GREASE; PT—PARTS; PW—PARTS WHOLESALE; AC—ACCESSORIES; WO—WORK ORDER; TT—TIRES, TUBES; LA—LABOR; RA—RECEIVED ON ACCOUNT; CM—CREDIT MEMORANDUM.

SYCO, BOISE

FORM 6-8

RECEIVED
FEB 17 1959
FOR FILING

files

Feb. 13, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Geo. C. Stephens
Public Records Section

Dear Sir:

Thank you for your letter of Jan. 29, 1959, which had attached to it three copies of a claim in the sum of $80.45, filed in your office by the John Day Motor Company for materials and labor furnished to Silver Falls Construction Company on our Contract No. 5271, your file No. 3630.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head
Ass't. Secretary

CWHiem

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

January 29, 1959

Mr. Floyd Query, Sec.
Oregon State Highway Comm.
Salem, Oregon

Dear Sir:

We have received from Lloyd A. Ogilvie, President, John Day Motor Company, John Day, Oregon and filed as of this date, a notice of claim by John Day Motor Company, for labor and materials furnished in the sum of $88.45 against the bond taken from Silver Falls Construction Company, principal and the Anchor Casualty Co., surety, Bourland Insurance Agent, Salem, Oregon, agent, for the work of stone surfacing on the North Unit, Spray-Waterman Section in Wheeler County.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo C Stephens
Public Records Section

GS:er

RECEIVED
FEB 13 1959

Notary card filed

RECEIVED
FEB 16 1959
FOR FILING

Salem, Oregon
February 11, 1959

Release of payment on
Contract No. 5271

C. H. Matson
Auditor

Attention: John Herr

This is to confirm our telephone conversation of this afternoon in which I stated that a check in the amount of $6,377.70 to Silver Falls Construction Company on Contract No. 5271 could be released and mailed to Bourland-McElhinny Insurance Agency, 1980 Fairgrounds Road NE, Salem, Oregon, Attention Mr. Earl Bourland.

Floyd Query, Secretary

FQ:jmc

NOTED ON CARD

February 9, 1959

State of Oregon
State Highway Department
Salem, Oregon

Contract 5271

Attention: Floyd Query, Secretary, Oregon State Highway Commission

Re: February 5, 1959 letter from Anchor Casualty Company--Photocopy enclosed

Gentlemen:

This will authorize you to mail check for $6,377.70 to Mr. Earl Bourland, Bourland-McElhinny Insurance Agency, 1980 Fairgrounds Road NE, Salem, Oregon.

We are today requesting that Anchor Casualty Company furnish you release on the final payment due of $2,263.08. When such release is received, we will appreciate your also mailing it to Mr. Bourland.

Yours very truly,

SILVER FALLS CONSTRUCTION CO.

R. Gid Smith, Jr.

cc: Mr. Earl Bourland
Anchor Casualty Company

NOTED
FLOYD QUERY

NOTED ON CARD

ANCHOR CASUALTY COMPANY

COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

ATTENTION: FLOYD QUERY, SECRETARY, OREGON STATE HIGHWAY COMMISSION

RE: BOND 159510 - R. T. SMITH DBA SILVER FALLS CONSTRUCTION COMPANY
SILVERTON, OREGON - PRINCIPAL
STATE OF OREGON - OBLIGEE
SURFACING PART OF SPRAY-WATERMAN HIGHWAY
IN WHEELER COUNTY
BOND PENALTY $76,477.00

THANK YOU VERY MUCH FOR YOUR LETTER OF JANUARY 23, 1959, ACKNOWLEDGING MY TELEGRAM WHICH YOU RECEIVED ON JANUARY 22 CONCERNING FUNDS AVAILABLE TO SILVER FALLS CONSTRUCTION COMPANY ON CONTRACT NO. 5271 FOR WORK ON THE NORTH UNIT, SPRAY-WATERMAN ROAD.

PLEASE BE ADVISED THAT, IN THE NEAR FUTURE, YOU WILL RECEIVE A LETTER FROM R. G. SMITH DIRECTING THAT THE CHECK IN THE AMOUNT OF $6,377.70 SHOULD BE SENT TO EITHER MAXWELL AND RECTOR, C. P. A. OR TO THE BOURLAND-MCELHINNY INSURANCE AGENCY, 1980 FAIRGROUNDS ROAD, NORTHEAST, SALEM, OREGON, WHEN SUCH LETTER OF DIRECTION IS RECEIVED FROM MR. SMITH, THIS IS YOUR AUTHORIZATION TO RELEASE THE FUNDS AND SEND SUCH CHECK TO WHICHEVER OF THE TWO MR. SMITH DIRECTS, EITHER MAXWELL AND RECTOR, C. P. A. OR BOURLAND-MCELHINNY INSURANCE AGENCY.

I FURTHER ASK THAT THE FINAL CHECK IN THE AMOUNT OF $2,263.08 BE NOT RELEASED UNTIL FURTHER DIRECTION IS RECEIVED BY THIS WRITER.

I WISH TO THANK YOU VERY MUCH FOR YOUR EXCELLENT COOPERATION AND ATTENTIVENESS TO THIS MATTER WHICH THIS COMPANY CERTAINLY APPRECIATES.

J. J. SULLIVAN, ATTORNEY, FIDELITY & SURETY DEPARTMENT
FLN

FEBRUARY 5, 1959

C. C. TO BOURLAND-MCELHINNY AGENCY

RECEIVED
FEB 11 1959
FOR FILING

Contract files

1175.2
AA-175(4)
5271

Feb. 9, 1959

Anchor Casualty Co.
Saint Paul 14
Minnesota

Attention: J. J. Sullivan, Attorney
Fidelity & Surety Dept.

Gentlemen:

This will acknowledge your communication of February 5, 1959, pertaining to State Highway Contract No. 5271, with Silver Falls Construction Company, prime contractor, for work on the North Unit, Spray-Waterman Road in Wheeler County.

As stated, we will be looking for a letter from Mr. R. G. Smith regarding the amount of $6,377.70. We will be glad to comply with your wishes. As requested, the final check in the amount of $2,263.08 will not be released until we have received further notice from your company.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em

NOTED ON CARD

ANCHOR CASUALTY COMPANY

SAINT PAUL 14, MINNESOTA

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

ATTENTION: FLOYD QUERY, SECRETARY, OREGON STATE HIGHWAY COMMISSION

RE: BOND 159510 - R. T. SMITH DBA SILVER FALLS CONSTRUCTION COMPANY
SILVERTON, OREGON - PRINCIPAL
STATE OF OREGON - OBLIGEE
SURFACING PART OF SPRAY-WATERMAN HIGHWAY
IN WHEELER COUNTY
BOND PENALTY $76,477.00

THANK YOU VERY MUCH FOR YOUR LETTER OF JANUARY 23, 1959, ACKNOWLEDGING MY TELEGRAM WHICH YOU RECEIVED ON JANUARY 22 CONCERNING FUNDS AVAILABLE TO SILVER FALLS CONSTRUCTION COMPANY ON CONTRACT NO. 5271 FOR WORK ON THE NORTH UNIT, SPRAY-WATERMAN ROAD.

PLEASE BE ADVISED THAT, IN THE NEAR FUTURE, YOU WILL RECEIVE A LETTER FROM R. G. SMITH DIRECTING THAT THE CHECK IN THE AMOUNT OF $6,377.70 SHOULD BE SENT TO EITHER MAXWELL AND RECTOR, C. P. A. OR TO THE BOURLAND-MCELHINNY INSURANCE AGENCY, 1980 FAIRGROUNDS ROAD, NORTHEAST, SALEM, OREGON, WHEN SUCH LETTER OF DIRECTION IS RECEIVED FROM MR. SMITH, THIS IS YOUR AUTHORIZATION TO RELEASE THE FUNDS AND SEND SUCH CHECK TO WHICHEVER OF THE TWO MR. SMITH DIRECTS, EITHER MAXWELL AND RECTOR, C. P. A. OR BOURLAND-MCELHINNY INSURANCE AGENCY.

I FURTHER ASK THAT THE FINAL CHECK IN THE AMOUNT OF $2,263.08 BE NOT RELEASED UNTIL FURTHER DIRECTION IS RECEIVED BY THIS WRITER.

I WISH TO THANK YOU VERY MUCH FOR YOUR EXCELLENT COOPERATION AND ATTENTIVENESS TO THIS MATTER WHICH THIS COMPANY CERTAINLY APPRECIATES.

J. J. SULLIVAN, ATTORNEY, FIDELITY & SURETY DEPARTMENT
FLN

FEBRUARY 5, 1959

RECEIVED
FEB 9 1959
OREGON
STATE HIGHWAY COMMISSION

A files

RECEIVED
FEB 2 1959
FOR FILING
S-175(3)
98-175(4)
5271

January 30, 1959

H & S Machine Works
P. O. Box 243
Canyon City, Oregon

Attention: M. Ned Smith

Gentlemen:

This will acknowledge your letter of January 22, 1959, addressed to our Division Engineer in La Grande, stating that the Silver Falls Construction Co. owes you $67.50 for repairs and materials, and that Homer Johnson owes you $26.00 for repairs and materials. It appears that this is in connection with our Contract No. 5271 for stone surfacing the North Unit, Spray-Waterman Section project in Wheeler County.

This contract was completed December 17, 1958 and was accepted by the State Highway Commission January 22, 1959. The Anchor Casualty Co., through Bourland Insurance Agency, 1980 Fairgrounds Road, Salem, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

Our Construction Division informs us that Homer Johnson is a subcontractor on this job, the prime contractor being the Silver Falls Construction Co., 407 Oak Street, Silverton.

If you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime this information will be noted in our records and we will advise the surety and the prime contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD

FORM E-30 90M 6-58 19046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1959

To: Mr. Floyd Query
Secretary
O f f i c e

SUBJECT: Unpaid Bill
Spray-Waterman Section
Contract No. 5271

Enclosed find a copy of a letter from Mr. Ned Smith of the H & S Machine Works, Canyon City, Oregon, along with two statements representing that Mr. Homer Johnson, subcontractor on subject section, owes him $26 and that Silver Falls Construction Company, prime contractor, owes him $67.50.

Please handle this matter in the normal way.

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

Ok, please answer.

76

NOTED ON CARD

H & S MACHINE WORKS

GENERAL MACHINE WORK

P. O. BOX 444
BAKER CITY, OREGON

January 22, 1959

State Highway Dept.
Capitol Building
Salem, Oregon

Dear Sir:

We find that the Silver Falls Trucking & Construction Co. of Mt Angel Or. have left the spray - Waterman road job owing us bills for repairs and materials while they were working on same.

Silver Falls Trucking Co. owes us $87.10 and Mr. Baker (Foreman) owes us $38.00.

Have they been paid in full for the job there and if so could you tell us where we could obtain the names of their Bonding Co?

We are enclosing statements for each in case it will do any good to send them in to Salem.

Respectfully,

Red Smith

RECEIVED
JAN 26 1959
DIVISION OFFICE
LA GRANDE

STATEMENT

LATHE - KEYSEATING
STOCK STEEL

BRONZE BUSHING STOCK

MILLING - WELDING
SHAFTING

H & S MACHINE WORKS

GENERAL MACHINE WORK

PHONE 360 — BOX 243

CANYON CITY, OREGON Jan 22, 1959

SOLD TO Silver Falls Trucking & Const Co

ADDRESS

DATE	WORK ORDER NUMBER	DESCRIPTION	CREDITS	CHARGES
		BALANCE		
9-20	8007	Press off old Gear on cluster gear shaft ½ hr		2 50
		2 Timpkin Bearings		7 57
10-20	8114	Plane Cylinder head ¾ hr		16 25
10-27	8145	Plane 2 heads 5 hr		25 00
		Take apart valves for foreman. 1 hr		5 00
10-30	8155	1- Universal ⅞ x 1½ ¼ hr ¼ hr		9 18
				1 25
		3 Woodruff keys		75
				67 50

GUIDE PRINTING CO., KLAMATH FALLS, ORE.

STATEMENT

LATHE - KEYSEATING
STOCK STEEL

BRONZE BUSHING STOCK

MILLING - WELDING
SHAFTING

H & S MACHINE WORKS

GENERAL MACHINE WORK

PHONE 360

BOX 243

CANYON CITY, OREGON Jan 22, 1959

SOLD TO Homer J Johnson

ADDRESS

DATE	WORK ORDER NUMBER	DESCRIPTION	CREDITS	CHARGES
		BALANCE		
11-18	8232	5 # 1/8" M Rod		12 75
		Repair on torch		1 00
11-25	8251	Repair 1¼ eye bolt 1/4 W 1/2 thr		1 50
		6 # mapell 1¼"		2 50
		1-1¼" std nut		2 10
			14 35	50
Dec		1 Cutting torch		20 00
		Bal due		26 00

GUIDE PRINTING CO., KLAMATH FALLS, ORE.

RECEIVED
FEB 2 1959
FOR FILING
DS-175(3)
DS-175(4)
5271

Files

January 30, 1959

Aetna Casualty Company
Saint Paul 14, Minnesota

Gentlemen:

A letter has been received from H & H Machine Works, P. O. Box 243, Canyon City, Oregon, advising that Homer G. Johnson, subcontractor, owes them $26.00, and Silver Falls Construction Co., prime contractor, owes them $67.50, both for repairs and materials. This appears to be in connection with our Contract No. 5271 for the stone surfacing of the North Unit, Spray-Waterman Section project in Wheeler County.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Silver Falls Construction Co.
407 Oak Street
Silverton, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD

Exectb 1
motion card
46

RECEIVED
JAN 27 1959
FOR FILING

S.175(.1
No. 175(.2)
5271

ANCHOR CASUALTY COMPANY

SAINT PAUL 14, MINNESOTA

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

ATTENTION: FLOYD QUERY, SECRETARY, OREGON STATE HIGHWAY COMMISSION

I WISH TO ACKNOWLEDGE RECEIPT OF YOUR LETTERS DATED JANUARY 12, JANUARY 15 AND JANUARY 19, 1959, CONCERNING THE TWO CLAIMS AGAINST THE SILVER FALLS CONSTRUCTION COMPANY ON CONTRACT No. 5271 FOR STONESERVICING ON THE NORTH UNIT, SPRAY, WATERMAN SECTION OF THE SPRAY-WATERMAN ROAD IN WHEELER COUNTY. ONE CLAIM IS IN THE AMOUNT OF $88.45 AND WAS FILED BY THE JOHN DAY MOTOR COMPANY. THE OTHER WAS IN THE AMOUNT OF $75.00 FOR LABOR FURNISHED BY MR. JACK BLAND, BOX 157, SPRAY, OREGON.

BY TELEGRAM, I HAVE REQUESTED AND BY THIS LETTER I AM CONFIRMING THIS REQUEST THAT NO FURTHER FUNDS BE RELEASED TO THE SILVER FALLS CONSTRUCTION COMPANY UNTIL SUCH TIME AS WE, AS SURETY, HAVE HAD A CHANCE TO DETERMINE WHAT THE DIFFICULTY MIGHT BE.

AS SOON AS WE HAVE HAD A CHANCE TO INVESTIGATE THIS MATTER WE SHALL CONTACT YOU FURTHER.

J. J. Sullivan

J. J. SULLIVAN, ATTORNEY, FIDELITY & SURETY DEPARTMENT
FLN

JANUARY 23, 1959

VIA AIR-MAIL

RECEIVED
JAN 26 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
JAN 26 1959
FOR FILING

Eleth
Files

5271

January 23, 1959

Anchor Casualty Company
St. Paul 14, Minnesota

Gentlemen:

This is to acknowledge your telegram received January 22 requesting that no further funds be paid to Silver Falls Construction Company on Contract Number 5271 for work on the North Unit, Spray Waterman Road.

This information was phoned to the accounting division yesterday and all further payments on this contract will be held up until we are advised to release them.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj
cc:
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

C. H. Maison (2 copies)
Attention: John Herr

NOTED ON CARD

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

(36) •

PRA156 NB326

M SPB512 PD=FAX ST PAUL MINN 22 428PMC=

1959 JAN 22 PM 2 48

STATE OF OREGON=

STATE HIGHWAY DEPT SALEM ORG=

ATTN FLOYD QUERY SECRETARY OREGON STATE HIGHWAY COMMISSION GENTLEMEN AS SURETY ANCHOR HEREBY REQUESTS NO FURTHER FUNDS BE PAID• SILVER FALLS CONSTRUCTION COMPANY ON CONTRACT NO 572 SPRAYWATERMAN UNTIL FURTHER NOTICE• LETTER FOLLOWS= 5271

J J SULLIVAN=

Phoned John Hess 1/22 4:20 P.M.
F. Query

NOTED ON CARD

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JAN 21 1959
FOR FILING
(1573)
(5175 (1))
5271

January 19, 1959

Anchor Casualty Company
St. Paul 14, Minn.

Gentlemen:

We have received a letter from Mr. Jack Bland, Box 157, Spray, Oregon, stating that Homer Johnson owes him approximately $75 for labor furnished on our Contract No. 5271 for surfacing the North Unit, Spray-Waterman Road in Wheeler County. Apparently Mr Johnson operated as a sub-contractor to Silver Falls Construction Company who was awarded the contract for this project.

This information is provided as your Company appears as surety for the performance bond furnished for this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:ms
cc: Bourland Insurance Agency
1980 Fairgrounds Rd.
Salem, Oregon
cc: Silver Falls Construction Co.
407 Oak Street
Silverton, Oregon

NOTED ON CARD

RECEIVED
JAN 2 1 1959
FOR FILING

January 16, 1959

Mr. Jack Bland
Box 157
Spray, Oregon

Dear Sir:

This is to acknowledge your letter of January 5, which has been referred to this office and states that Homer Johnson owes you about $75 for labor performed on our Contract 5271, for surfacing the North Unit, Spray-Waterman Road in Wheeler County. The Silver[redacted] Falls Construction Co., 407 Oak St., Silverton, Oregon, is the principal contractor on this job which was completed December 17, 1958, but has not yet been accepted by the Highway Commission. Apparently Mr. Johnson worked as a sub-contractor.

The Anchor Casualty Company, Bourland Insurance Agency, 1980 Fairgrounds Road, Salem Oregon, furnished the performance bond for this contract. The bond is given to assure completion of the work and payment of all bills for labor and materials incurred on it. If you wish to protect your claim against the bond for a period longer than six months following acceptance of the contract by the Highway Commission, you should file the claim with the Secretary of State. Excerpts from the Oregon Laws are attached, outlining the filing procedure. As yours is a labor claim, you also have recourse under the labor laws and you might file your claim with the Bureau of Labor, 325 State Office Building, Salem. In the meantime, the claim will be noted in our records, and we will advise the contractor and the surety that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

Attach.
FQ:ms

NOTED ON CARD

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1959

SUBJECT: Unpaid Labor Bill
North Unit, Spray-Waterman Sec.
Contract No. 5271

To: Mr. Floyd Query
Secretary
State Highway Department
Salem, Oregon

Enclosed find a copy of a letter from a Mr. Jack Bland wherein he claims that the contractor on subject section owes him back pay. Please proceed in the normal method of handling this claim.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:dmh

Enc.

Jan 5 - 1909

Oregon State Agric. Coll.
Contract No = 5-2 7F
Jack Frost No = 5-35-1021
N. Fruit Spray - Waterman
Spray Waterman Rd.

Dear Sirs.

Homer Johnson Cruiser
for Dr. Wicker Sec. then
all through this Rd. for.
they went away over me
a bill of $75.00 + all because
some bad Checks went
for in Spray.

If you can do any thing in
this matter I will thank you
very much.

Jack Blunt
Box 157
Prineville Oregon

RECEIVED
JAN 16 1959
FOR FILING

1.175 (3)
11.175 (1)
3.11

Jan. 15, 1959

CERTIFIED MAIL

Anchor Casualty Company
Saint Paul 14
Minnesota

Gentlemen:

It is the intention of the State Highway Commission to release to Silver Falls Construction Company a portion of the funds heretofore retained by the Commission on Contract No. 5271, for stone surfacing on the N. Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County.

This payment, in the amount of $6,377.70, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,263.08. The present payment will be released on or after Jan. 26, 1959.

There is a claim filed against this project, of which you have been previously notified, in the amount of $88.45.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm
cc:
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

NOTED ON CARD

RECEIVED
JAN 15 1959
FOR FILING

5271

January 12, 1959

John Day Motor Company
John Day, Oregon

Gentlemen:

Our Construction Division have informed us that the Silver Falls Construction Company owe you $88.45 for labor and materials furnished on our Contract No. 5271 for stone surfacing on the North Unit, Spray-Waterman Section in Wheeler County.

This contract was completed December 17, 1958, but has not yet been accepted by the Highway Commission. The Anchor Casualty Co., through Bourland Insurance Agency, 1980 Fairgrounds Road, Salem, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following acceptance by the Highway Commission, you should file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the interim, the claim will be noted in our records and we will advise the surety and the Silver Falls Construction Company that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

NOTED ON CARD

RECEIVED
JAN 15 1959
FOR FILING
S 175 (2)
S 175 (4)
5271

Kath W.
Not on card
file

January 12, 1959

Anchor Casualty Company
Saint Paul 14, Minnesota

Gentlemen:

A letter has been received from the John Day Motor Company, John Day, advising that Silver Falls Construction Company owe them $89.45 for labor and materials furnished on our Contract No. 5271 for the North Unit, Spray-Paterson Section in Wheeler County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Silver Falls Construction Co.
407 Oak Street
Silverton, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD

FORM E-122-X 37.5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 5, 1959

Silver Falls Construction Company
Silverton,
Oregon

Dear Sir:

We have received a letter with accompanying bills in the amount of $88.45 from the John Day Motor Company allegedly due them from your organization for labor and materials on certain of your equipment. This unpaid bill is apparently connected with the North Unit, Spray-Waterman Section, Contract No. 5271. The John Day Motor Company state that they have been unable to collect this bill and ask for our assistance.

Article 1.7.29 of the General Provisions requires that the contractor promptly make payment for labor, materials and supplies when they become due.

Your prompt attention to this matter is encouraged.

Very truly yours,

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc S. H. Probert
Floyd Query - with enclosure

NOTE: Final payment should be held until such time as this claim is settled.

STATEMENT OF ACCOUNT

JOHN DAY MOTOR COMPANY

TELEPHONE 35 — JOHN DAY, OREGON

"Dependable Automotive Service"

Silver Falls Construction Company
Silverton, Oregon

Balance forward from page -1-			64 30
9/15/58: R.O.#9031; 1957 Ford F100; License 8J186			
Parts:	List	Net	
1 D6A-10654A Battery	29.00	24.15	
Labors			
Replace battery		W/C	
Total R.O.#9031			24 15
Total amount due			88 45

STATEMENT OF ACCOUNT

JOHN DAY MOTOR COMPANY

TELEPHONE 35 — JOHN DAY, OREGON

"Dependable Automotive Service"

Silver Falls Construction Co.
Silverton, Oregon

9/6/58:Inv.#07552;s/s/ J. Ross				
Parts:				
1	B4S-8600A Fan	11.30		
2	1A-9288A Line @ 80¢ each	1.60		
4	Tie Bolts @ 95¢ each	3.80		
12	5/16 Ferrules @ 7¢ each	.84		
12	3/8 Ferrules @ 8¢ each	.96		
		18.50		
	Less 25%	4.62		
	Total Invoice 07552			13 88
9/15/58:Inv.#07661;s/s/ Joy I. Graham				
Parts:				
6	C1A-7517 Bushings @ 30¢ each	1.80		
3	C1A-7539 Washers @ 5¢ each	.15		
1	B9-7550 Disc Exchange	18.95		
1	B6Q-7563 Plate Exchange	27.90		
1	FAB-12171B Points	2.06		
1	FAB-12300B Condenser	.93		
2	B5Q-6331A Bearing @ 1.80 each	3.60		
2	B5Q-6701A Seal @ 18¢ each	.36		
		55.75		
	Less 25%	13.93		
	Total Inv.#07661			41 82
9/15/58:Inv.#07663;s/s/ Joy I. Graham				
Parts:				
1	B6Q-6710A Gasket	.80		
	Less 25%	.20		
		.60		
	Core charge on clutch	8.00		
	Total Invoice #07663			8 60
	Balance fwd to page 2-			64 30

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan 2, 19 59

Section North Unit-Spray-Waterman

Highway Spray-Waterman Road County Wheeler

Contractor Silver Falls Construction Co

Date of contract July 31, 19 58

Date work started August 7, 19 58

Project authorization $86,066.63

Exclusive of engineering $79,918.47

Kind of work Stone Surfacing

Section prefix 535-1021

Contract number 5271

Specified work days 50

Work days used 58

Per cent of time elapsed Over Time Limit %

Estimated cost of completed project, exclusive of engineering . . . . . $ 75,903.66

Estimated per cent overrun or underrun . . . . . -4.7 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization $6118.16

Engineering cost to date $ 6284.25, 102.7 %

Date project was completed December 17, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This Semi-Final estimate will be completed by wednesday of next week. One man worked 4 days this week on the semi-final estimate.

Noted
M. N. Dave

CONSTRUCTION DIVISION
RECEIVED
JAN 5 1959
NOTED

Signed Thomas Brake Resident Engineer

Address John Day, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		8.34			
Miles partially completed		8.34			
Miles completed		8.34			
Total estimated quantities (contract)		41,200 CY Topping 3,100CY 3/4"-0			
Total quantities corrected to date		40,435.2CY Topping 8,940 CY 3/4"-0			
Estimated quantities moved or placed to date		40,435.2CY Topping 8,940 CY 3/4"-0			
Average daily quantities		Finished			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JAN 1 - 1959
FOR FILING

S-175(4)
A-135(3)
5-71

December 31, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 17, 1958, on Contract No. 5271, North Unit, Spray-Waterman Section, in Wheeler County, in connection with Federal Aid Project No. S-135(3), DS-175(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Mr. C. O. Swanson

DHP:lmw

RECEIVED
DEC 12 1958
FOR FILING

S-175 (3)
S-175 (4)
5271

Dec. 12, 1958

Silver Falls Construction Co.
407 Oak St.
Silverton, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Dec. 11, 1958, had under discussion your request for 20 additional days' time within which to complete your Contract No. 5271, for stone surfacing on the H. Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work was not warranted, and therefore denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tom Edwards
A. F. Parson
Thos. Bradd

NOTED ON CARD

RECEIVED
NOV 13 1958
FOR FILING
4.175 (3)
4.175 (4)
5371

November 12, 1958

Oregon State Highway Commission

Request for Extension of Time No. 1
December 11-12, 1958 Meeting

Gentlemen:

We are in receipt of a request from the Silver Falls Construction Company for an increase in time for performance of contract on the E. Unit, Spray-Interman Section of the Spray-Interman Road, Contract No. 5371, in the amount of 20 additional days.

Some of the reasons advanced by the contractor fall within any of the categories very specifically set forth in the contract as being reasons for granting increase in time for performance of contract. The contractor on this job was furnished a workdays count each week and no protest was made of the workday count. The contract states that such a protest must be made within 10 days of notification as to workday charges for that particular workday period.

The contractor further sites that he was delayed because of county grading operations within his work area. During the period of time in which he could not accomplish 60 per cent of productivity no workday charges were made to the contractor.

In view of the above, it is recommended that the request for an extension of time be denied.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:jw:ar

cc to: Tom Edwards
S. H. Probert

(Mr. Young did it their forms)

Contract 5271

Monthly Transaction No.

RECEIVED
SEP 23 1958
FOR FILING

Project Report No.

Form 2 (9-[illegible]57) U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Wheeler

Project No.: S-175(3)

5271

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From approximately 1.8 miles south Jct. F.A. 6 to N. end S-175(1). (North Unit, Spray-Waterman Section) on a county road.

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-24-58	6.736
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 67,970.00	$ 42,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. O. Polk
Division Engineer

Date executed by Division Engineer September 22, 1958

USComm-DC 40257

September 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the North Unit, Spray-Untermann Section, Project No. S-175(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:lmw

September 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement and one copy of reduced plan Title Sheet showing corrected quantities for the N. Unit, Spray - Waterman Section, Project No. S-175(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:maj

FORM B-123-X 25M 8-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement and one copy of reduced plan Title Sheet showing corrected quantities for the N. Unit, Spray - Waterman Section, Project No. S-175(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-175(3)

SOUTH UNIT, S[illegible]AY-[illegible] SECTION OF

THE S[illegible]AY-[illegible] ROAD IN [illegible] COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 2010
Roadway (Sta. 115+02 to Sta. 454+84.47)(Contract No. 5271)

Selected Roadbed Topping	33,290 cu. yds.	$ .59	$ 19,641.10
Hauling Roadbed Topping	121,530 yd. mi.	.16	19,444.80
3/4" - 0 Material in Base	7,350 cu. yds.	2.80	20,580.00
Sprinkling	850 M-gal.	2.50	2,125.00
	Subtotal		$ 61,790.90
	10% Engr. & Cont.		6,179.09
	Total		$ 67,969.99

Length of Roadway . . . . . 6.736 Miles
Cost of Roadway Per Mile. $10,090.56

Federal Funds	$ 42,000.00
State Funds	12,984.99
County Funds.	12,985.00
	$ 67,969.99

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Wheeler County with the Highway Department.

FORM E-123 SM 4-58

RECEIVED
SEP 10 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Sept. 10, 1958

Silver Falls Const. Co.
407 Oak St.
Silverton, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5271, awarded July 31, 1958, for stone surfacing on the N. Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-175(4)

5271

NORTH UNIT, SPRAY-WATERMAN SECTION

OF THE SPRAY-WATERMAN ROAD IN WHEELER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1950

Type Code 2010
Roadway (Sta. 14+20 to Sta. 115+02) (Contract No. 5271)

Selected Roadbed Topping	7,910 cu. yds.	$ .59	$ 4,666.90
Hauling	28,870 yd. mi.	.16	4,619.20
3/4" - 0 Material in Base	1,750 cu. yds.	2.80	4,900.00
Sprinkling	200 M-gals.	2.50	500.00
		Subtotal	$14,686.10
		10% Engr. & Cont.	1,468.61
		Total	$16,154.71

Length of Roadway 1.600 Miles
Cost of Roadway per Mile $10,096.69

Federal "DS" Funds	$11,900.00
Federal "L" Funds	2,500.00
State Funds	800.00
County Funds	954.71
	$16,154.71

State Funds for Const.: Chap 175, laws 1917; Chap 31, laws 1920; Chap 529, laws 1939.

Funds for Maint.: Chap 529, 1939.

Note: Necessary funds have been deposited by Wheeler County with the Highway Department.

RECEIVED
AUG 12 1958
FOR FILING

August 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 7, 1956, on Contract No. 5271, North Unit, Spray-Waterman Section, in Wheeler County, in connection with Federal Aid Project No. S-175(3), BS-175(4).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
FOR FILING

J-172(3)
LA-172(4)
5271

August 1, 1958

Silver Falls Construction Company
407 Oak Street
Silverton, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 5271 for stone surfacing on North Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County.

This award was based on your bid of $76,477.00 which was the low bid submitted to the Commission on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ja

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
JUL 24 1958
FOR FILING

S-175(3)
DS-175(4)
5271

July 23, 1958

County Court of Wheeler County
Court House
Fossil, Oregon

Gentlemen:

We are enclosing for the records and files of Wheeler County one fully executed copy of a maintenance agreement and one fully executed copy each of two finance agreements between the State Highway Commission and Wheeler County covering the N. Unit, Spray-Waterman Section of FAS 318 in Wheeler County. This project is a combination FAS and DS project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
JUL 25 1958
FOR FILING

1-175(3)
1-175(4)
5271

Salem, Oregon
July 23, 1958

FAS Project Agreement
Wheeler County

Mr. C. G. Swenson
Engineer, City & County Relations Dept.
O f f i c e

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy each of two finance agreements covering the N. Unit, Spray-Waterman Section of FAS 318 in Wheeler County. This project is a combination FAS and DS project.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Wheeler County.

Secretary

rn
Attach.

FORM E-80 50M 8-57—6883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1958

SUBJECT: FAS Project Agreement
Wheeler County

TO: Mr. G. S. Paxson
OFFICE

Attached are three copies each of a finance agreement covering the N Unit, Spray-Waterman Section of FAS 318 in Wheeler County. This project is a combination FAS and DS project.

Two copies of each agreement have been executed by the Court and are now ready for signature by the Highway Commission. These copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B. P. R.

The regular FAS project was approved on 3/28/57 and the DS project on 6/19/58.

John D. Graham
Office Engineer, County & City Relations

JDG:be
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 11, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 3-28-57 Min Page 32 Agenda Item 3 & 6-19-58
Secretary

RECEIVED
JUL 11 1958
STATE HIGHWAY ENGINEER

S-386(1) Salt Cr. (Whiteson) Br. 1958

#5272

RECEIVED
APR - 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

April 6, 1959

Files

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5272 (VOUCHER NO.)	6 Final (WARRANT NO.)	Valley Construction Co. (AMOUNT)	(DATE)
7698	H240730	$ 5,824.38	4-6-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **200 workdays from August 11, 1958.**

Time Extensions: **None.**

Completion Date: **February 20, 1959**

Date Accepted: **March 5, 1959**

Penalties: **None of record.**

Claims: **None of record.**

Remarks:

Date: **April 7, 1959.**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

APR 7 1959

NOTED ON CARD

RECEIVED
MAR 27 1959
FOR FILING

5272.

Mar. 26, 1959

CERTIFIED MAIL

Great American Insurance Co.
320 California St.
San Francisco 26, Calif.

Gentlemen:

State Highway Contract No. 5272, for structure and grading on the Salt Creek (Whiteson) Bridge Section of the Whiteson Road in Yamhill County was completed by the contractor, Valley Construction Company, on Feb. 20, 1959, and was formally accepted by the Highway Commission on Mar. 5, 1959.

Final payment in the amount of $5,824.38 will be released to the contractor on or after April 6, 1959. The total contract amount is $70,411.34, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 5 1959
FOR FILING

5272

February 3, 1959

Mr. Glen R. Martin
Double Oak Grove Farm
McCoy, Oregon

Dear Sir:

This will acknowledge your letter of January 29, addressed to Mr. J. D. Walker, Division Engineer, informing him that you have accepted a final payment from the Valley Construction Company in connection with our Highway Contract No. 5272 for the structure and grading of Salt Creek Bridge project in Yamhill County.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fp

NOTED ON CARD

536-1047
#5272

Double Oak Grove Farm

GLEN R. MARTIN, Proprietor

Registered Aberdeens

McCoy, Oregon Phone: Amity 324 2154

1-29-58

Mr. J. D. Walker,
Div. Eng. State Highway Dept.

Dear Mr. Walker:

Referring to my letter to you of Jan. 17 concerning my contract with Valley Constr. Co. of Portland please ignor that letter as I have accepted a final payment from them.

Thanking you for your interest + cooperation I remain Sincerely yours.

Glen R Martin.

NOTED
R. D. ASBURRY

RECEIVED
FEB 2 1959
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
FEB 5 1959
FOR FILING
1386 (1)
F. 12

February 3, 1959

Great American Indemnity Co.
320 California Street
San Francisco, California

Gentlemen:

Attached is a copy of a letter, dated January 29, from Glen R. Martin, McCoy, Oregon, informing us that he has accepted a final payment from the Valley Construction Company in connection with our Contract No. 5272 for structure and grading of the Salt Creek Bridge Section of the Whitson Road in Yamhill County.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

Enc.

CC:
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Valley Construction Co.
6100 N. E. Columbia Blvd.
Portland 13, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD

536-1047
EA 5272

Double Oak Grove Farm

Glen R. Martin, Proprietor
Registered Aberdeen Angus

McCoy, Oregon

Phone Amity Exch 2 F 5 4

1-29-58

Mr. J. O. Walker,
Dist. Eng. State Highway Dept.
Dear Mr. Walker:

Refering to my letter to you of Jan. 17 concerning my contracts with Valley Constr. Co. of Portland. Please ignore that letter as I have accepted a final payment from them.

Thanking you for your interest + cooperation
I remain Sincerely yours.
Glen R Martin.

NOTED
R. D. ASBURRY

RECEIVED
FEB 2 1959
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
FEB 2 1959
FOR FILING

5-72

Walker
Cook
files

January 28, 1959

Mr. Glen R. Martin
Double Oak Grove Farm
McCoy, Oregon

Dear Sir:

This will acknowledge your letter, addressed to Mr. J. D. Walker, our Division Engineer, stating that the Valley Construction Company has failed to fulfill their contract as to payment for fill material and location from which the material was to be removed. This appears to be in connection with our Contract No. 5272 with Valley Construction Company for the structure and grading Salt Creek Bridge project in Yamhill County.

In regard to your request that we withhold $900.00, plus 10 percent now being withheld, we wish to say that the State does not withhold payment for claims but looks to the contractor and the surety for such payment. The Great American Indemnity Co., through Wells-Reed Insurance, 412 Failing Bldg., Portland 4, furnished the performance bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it.

Should you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the filing procedure. In the meantime, this information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD

Double Oak Grove Farm

GLEN R. MARTIN, Proprietor

Registered Herefords

McCoy, Oregon Phone: Amity 334

RECEIVED
JAN 19 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. J.D. Walker
Division Engineer,
State Highway Dept.
Salem Ore.

Dear Sir:

In regard to the earth fill material used in the Salt Creek bridge #II632 A, near Whiteson.

Since Valley Construction of Portland, Ore. has failed to fulfill their contract, signed by C.H.Fisher, both as to payments and asto the location from which the material was to be removed. I am asking your Department to withhold, $900.00, plus the 10% your Department is now holding, until Valley Construction Co. make a satisfactory settlement with me.

Yours Very Truly

Glen R Martin

C.H. Fisher
Co

Valley Construction Company

ATlantic 7-7303

6100 N. E. Columbia Blvd.
Portland 13, Oregon

January 19, 1959

RECEIVED
JAN 20 1959
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

My Dear Mr. Walker:

I am attaching herewith, a copy of a letter which I have written to Mr. Glen Martin of McCoy, Oregon, and also a copy of a letter I have written to Mrs. Maude Robbins of Whiteson, Oregon, covering the payment of fill material removed from their respective tracts for the Salt Creek (Whiteson) Bridge project in Yamhill County, for which we have the State Highway contract. You will note from these letters, that I have paid Mr. Glen Martin for 31,542 cubic yards of fill material at 7½¢ per yard. We have also paid Maude Robbins of Whiteson for 5,200 cubic yards of fill material, or a total of 36,742 cubic yards.

Our contract with Mr. Martin, as well as Mrs. Robbins, was to pay them for yardage removed from their premises in accordance with yardage paid to us by the Oregon State Highway Department on Item #2 for "embankment in place." You will note that this checks exactly with the yardage that you have allowed us up to this date on this project. I will be pleased to have you confirm this to Mr. Martin at McCoy, Oregon, if you will.

It just appears to us that Mr. Martin is endeavoring to hold us up for something which he is not entitled to. The material was removed from his pit exactly as he wished it. The pit was also left in perfect condition as our sub-contractor took a blade and finished the slopes in perfect shape. Evidently Mr. Martin is trying to leave a bad impression with the State for some unknown reason. Should you so wish, we would be very pleased to have you go over to Whiteson and our superintendent Mr. Carl Sutherland will show you the pit, and I am sure you will agree with us that it was left in perfect shape.

Yours very truly,

VALLEY CONSTRUCTION COMPANY

By - C. H. Fisher

CHF:vk

NOTED
R. D. ASBURRY

Valley Construction Company

ATlantic 7-7303

6100 N. E. Columbia Blvd.
Portland 13, Oregon

RECEIVED
JAN 20 19[illegible]
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

January 19, 1959

Mr. Glen R. Martin
McCoy, Oregon

My Dear Mr. Martin:

I am in receipt of a copy of your letter of January 17th addressed to Mr. J. D. Walker, Division Engineer of the State Highway Department in Salem, Oregon in regard to the Salt Creek Bridge and Grading project near Whiteson in Yamhill County, Oregon.

Under the date of December 10th, I mailed you our check #7281 in the amount of $1,875 covering an advance on 25000yards of fill material removed from your pit, for which we paid you 7½¢ a yard or $1,875. We have today checked with Mr. Rex Ayres, our sub-contractor on the grading on this job. He advised us that we removed from your place, 31,842 cubic yards, which at 7½¢ per yard, is a total due you of $2365.65 less the amount that we have previously paid of $1875, leaving a balance due you of $490.65. I am enclosing herewith, our check #7371 covering full payment for all material removed from your pit which was included in this bill.

For your information, we removed some 5,200 yrads from the premises of Mrs. Maud Robbins, for which we have paid Mrs. Robbins. In other words, we have paid for the total sum of 36,742 cubic yards which had been allowed to date by the State of Oregon. I believe that we have lived up to our agreement with you to the letter. Should the State of Oregon allow us any more yards than now allowed on estimate #5, we will credit your account for this yardage and pay you in accordance with our contract.

Yours very truly,

VALLEY CONSTRUCTION COMPANY

By - C. H. Fisher

CHF:vk

cc: State Highway Dept.

NOTED
R. D. ASBURRY

Valley Construction Company

ATlantic 7-7303

6100 N. E. Columbia Blvd.
Portland 13, Oregon

RECEIVED
JAN 20 1959
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

January 19, 1959

Mrs. Maude Robbins
Whiteson, Oregon

My Dear Mrs. Robbins:

In reference to our agreement with you to remove yardage from your place for the Whiteson Brisde for which we were to pay you 10¢ per cubic yard for embenkment in place as paid to us by the State Highway Department for such material which we remove from your premises. I previously sent you our check in the amount of $500, paying for 5,000 yards. We now find that we owe you $5,200 yards, or a total of $520. I am enclosing herewith our check #7372 paying you up in full for the yardage removed.

Yours very truly,

VALLEY CONSTRUCTION COMPANY

By - C. H. Fisher

CHF:vk

cc: State Highway Dept.

NOTED
R. D. ASBURRY

RECEIVED
FEB 2 1959
FOR FILING

5272

files

January 28, 1959

Great American Indemnity Co.
320 California Street
San Francisco, California

Gentlemen:

Attached is a copy of a letter received from Glen R. Martin, McCoy, Oregon, stating that Valley Construction Co. owes him the sum of $700 for fill material. This appears to be in connection with our Contract No. 5272 with Valley Construction Co. for structure and grading on the Salt Creek Bridge Section of the Wilsonn Road in Yamhill County.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC.

Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Valley Construction Co.
6100 N. E. Columbia Blvd.
Portland 13, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD

Double Oak Grove Farm

GLEN R. MARTIN, Proprietor

Registered Hereford

McCoy, Oregon Phone: Amity 334

Mr. J.D. Walker
Division Engineer,
State Highway Dept.
Salem Ore.

RECEIVED
JAN 19 19[illegible]
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Dear Sir:

In regard to the earth fill material used in the Salt Creek bridge #II632 A, near Whiteson.

Since Valley Construction of Portland, Ore. has failed to fulfill their contract, signed by C.H.Fisher, both as to payments and asto the location from which the material was to be removed. I am asking your Department to withhold, $900.00, plus the 10% your Department is now holding, until Valley Construction Co. make a satisfactory settlement with me.

Yours Very Truly

Glen R Martin

C.H. Fisher
Co

NOTED ON CARD
CM

RECEIVED
SEP 3 1958
FOR FILING

Fin. Nat 5272

Monthly Transaction No. 9-60	Form PR-2 (9-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 3	**FEDERAL-AID PROJECT AGREEMENT**	County Yamhill
		Project No. S-386(1)

5272

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini: **Salt Creek Bridge approximately 0.2 mile west FA 9 on a county road**

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-24-58	0.166
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 81,547.00	$ 50,400.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer September 3, 1958

USComm-DC 40257

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Salt Creek (Whitson) Bridge Section, Project No. S-396(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:lmw

August 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Salt Creek (Whitcomb) Bridge Section, Project No. S-386(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

FORM E-123-X 25M 8-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Salt Creek (Whiteson) Bridge Section, Project No. S-386(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-386(1)

SALT CREEK (WATSONVILLE) ROAD SECTION OF

THE SALT CREEK ROAD IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 0010
Roadway (Sta. 4+25 to Sta. 13+00)(Contract No. 5272)

Clearing and Grubbing	All Required	$	$ 3,000.00
Embankment in Place	42,900 cu. yds.	0.60	25,740.00
Finishing Roadbed and Slopes	0.13 mile	2,000.00	260.00
Sprinkling	60 M-gal.	3.00	180.00
	Subtotal		$ 29,180.00
	10% Engr. & Cont.		2,918.00
	Total		$ 32,098.00

Type Code X021
Salt Creek (Watsonville) Bridge (Sta. 9+00 to Sta. 11+00)(Contract No. 5272)

Removal of Bridge	All Required	$	$ 6,000.00
Furnish Treated Timber Piling	3,960 lin. ft.	1.60	6,336.00
Drive Timber Piles	54 only	60.00	3,240.00
Class "A" Concrete	247 cu. yds.	70.00	17,290.00
Metal Reinforcement	70,100 lbs.	0.13	9,113.00
Treated Timber in Place	8 M-Fbm	325.00	2,600.00
6-inch Metal Drain Pipe	125 lin. ft.	3.00	375.00
	Subtotal		$ 44,954.00
	10% Engr. & Cont.		4,495.40
	Total		$ 49,449.40

Length of Roadway	0.128 Mile
Length of Structure	0.038 Mile
Total Length.	0.166 Mile
Cost of Roadway Per Mile. . . .	$250,765.62

SUMMARY OF COSTS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$32,[illegible].00	$ 19,[illegible].00	$ 6,149.00	$ 6,149.00
Structure	49,449.40	30,600.00	9,424.70	9,424.70
	$81,547.40	$ 50,400.00	$15,573.70	$15,573.70

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Yamhill County with the Highway Department.

RECEIVED
AUG 29 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 29, 1958

Valley Construction Co.
6100 N. E. Columbia Blvd.
Portland 13, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5272, awarded July 31, 1958, for structure and grading on the Salt Creek (Whiteson) Bridge Section of the Whiteson Road in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 1 1958
FOR FILING

August 1, 1958

Valley Construction Company
6100 N. E. Columbia Boulevard
Portland 13, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 5272 for Salt Creek (Whiteson) Bridge construction in Yamhill County.

This award was based on your bid of $74,134.00 which was the low bid submitted to the Commission on July 10, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 1 1958
FOR FILING

August 1, 1958

County Court of Yamhill County
Court House
McMinnville, Oregon

Gentlemen:

We are enclosing for the records and files of Yamhill County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Yamhill County covering the Whiteson (Salt Creek) Bridge on FAS 752 in Yamhill County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
AUG 1 1958
FOR FILING
S-3866(1)
5212

Salem, Oregon
August 1, 1958

Misc. # 362
Finance # 213

FAS Project Agreements
Yamhill County

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

Attention: John D. Graham
Office Engr. County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Yamhill County covering the Whiteson (Salt Creek) Bridge on FAS 752 in Yamhill County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Yamhill County.

Secretary

rn
Attach: 5

FORM E-30 80M 8-57—6563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1958

SUBJECT: FAS Project Agreements
Yamhill County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of a finance agreement covering the Whiteson (Salt Creek) Bridge on FAS 752 in Yamhill County. Two copies of the agreement have been executed by Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B. P. R.

This project was approved by the Highway Commission on 12/17/56.

John D. Graham
Office Engineer, County & City Relations

JDG:be
Att.

APPROVED
ASST STATE HIGHWAY ENGINEER
Date

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-17-56 Minute Page 36
Secretary

RECEIVED

226-1013 Oregon Centennial Grounds 1958
Access Rds. Proj.
#5273

CHA
2003
9-1-3

RECEIVED
SEP 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 4, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5273	6 Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21842	38509	$ 2,542.40	9/3/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 40 workdays from August 11, 1958

Time Extensions: 20 days allowed

Completion Date: May 29, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: September 4, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. A. Head.
Floyd Query
Ass Secretary

Warrant Mailed: SEP - 8 1959

MAILED IN CARE
dc

RECEIVED
AUG 26 1959
FOR FILING

August 26, 1959

Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5273 for work performed on the Oregon Centennial Grounds Access Roads, Multnomah County, was completed by the contractor, Warren Northwest, Inc., on May 29, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $2,542.40 will be released to the contractor on or after September 8, 1959. The total contract amount is $93,095.14, of which amount $474.70 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

NOTED ON CARD
8/26/59

RECEIVED
JUL 13 1959
FOR FILING

5273

July 7, 1959

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5273 covering grading-paving the Oregon Centennial Grounds Access Roads in Multnomah County.

This payment, in the amount of $21,782.80 will be released to contractor on or after July 17, 1959. The retained percentage is $2,800.60.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Federal Insurance Company
Bonding Department
320 California Street
San Francisco 4, California

RECEIVED
JUN 11 1959
FOR FILING

226 113

5273

June 10, 1959

Mr. Carl R. Soterquist
Assistant Construction Engineer
Multnomah County
Court House
Portland, Oregon

Re: Project Authorization
Oregon Centennial Grounds
Access Roads
Multnomah County
Contract No. 5273

Dear Sir:

This is to advise you that at its meeting on May 28, 1959, the State Highway Commission approved an increase of $25,500.00 in the project authorization for the subject contract.

The new project authorization is $92,467.26. This amount should be used in all future reports on this project.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

R. L. Porter
Office Engineer

cc: Mr. A. G. Skelton
Mr. Tom Edwards

RECEIVED
JUN - 5 1959
FOR FILING

June 1, 1959

Warren Northwest, Inc.,
9860 Hancock Drive
Portland 13
Oregon

Gentlemen:

The State Highway Commission at its meeting held on May 28, 1959, had under discussion your request for 30 additional workdays within which to complete your Contract #5273, grading-paving the Oregon Centennial Grounds Access Roads in Multnomah County.

We are pleased to inform you that the State Highway Commission granted 20 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
cc: A. G. Skelton
Spencer W. Hill
Tom Edwards

APPROVED BY HIGHWAY COMMISSION
DATE May 28, 1959
C. H. Head
Asst. Secretary

Form E-1-

226-1013

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 29, 19 59

Section Oregon Centennial Grounds

Highway Access Roads County Multnomah

Contractor Warren-Northwest, Inc.

Date of contract July 31, 19 58

Date work started August 18, 1958, 19 58

Project authorization . . . . . $ 66,967.26
Exclusive of engineering . . . . $

Estimated cost of completed project, exclusive of engineering . . . . . $ 92,419.65

Estimated per cent overrun or ~~underrun~~ . . . . . 38 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $

Engineering cost to date $ ....., ... %

Kind of work Grading and Paving

Section prefix 226-1013

Contract number 5273

Specified work days 40

Work days used 59

Per cent of time elapsed ..... %

Date project was completed May 29, 19 59

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project is completed as of May 29, 1959.
The Division Engineer is going to make an inspection of the project on Monday, June 1, 1959.

JOHN R. GRACE

CONSTRUCTION DIVISION
RECEIVED
JUN 1 1959
NOTED-- CE ACE ACE COE

Signed Carl K. Lodgaard
Ass't Construction Engineer
Multnomah County

Address 215 S.E. Morrison

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.56	2.56		1.88	2.10
Miles partially completed					
Miles completed	2.56	2.56		1.88	2.10
Total estimated quantities (contract)	13600	13020		970	2640
Total quantities corrected to date	17700	19306		573	4251
Estimated quantities moved or placed to date	17700	19306		573	4251
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain	8	Ground too wet to work
Tuesday	Rain	8	" " " " "
Wednesday	Cloudy	8	" " " " "
Thursday	Fair	8	" " " " "
Friday	Cloudy		
Saturday			

RECEIVED
MAY 26 1959
FOR FILING
5273

Cross Referenced To:
Adm
Gen'l Acct
St. Dept.
Centennial

May 25, 1959

Oregon State Highway Commission

Gentlemen:

On construction of access roads to the Oregon Centennial Grounds, the Highway Commission some time ago authorized State participation in the providing of such access in the amount of $50,000, with Multnomah County to provide a like amount. A cooperative project was entered into between the State and Multnomah County, with the job being contracted at a figure substantially under our estimate. The project name is Oregon Centennial Grounds Access Roads, Contract No. 5273. The original job contemplated had been cut to fit our estimate and some advantageous features had been left out. In view of the reduced cost of the job contracted, Multnomah County approached us with the idea of restoring some of the features which had been deleted like the widening of North Force Avenue. I indicated to them that we would participate on a 50 per cent basis but not to exceed $50,000 cost to the State.

Expanding the work to cover the restorations explained above has resulted in an overrun of the project authorization of $25,000 or 38 per cent. This overrun will not result in an increase of the State's $50,000 allocation.

In view of the foregoing, it is requested that the project authorization for this project be increased in the amount of $25,500, of which $12,750 will be the State's share.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards
Mr. R. L. Porter
Mr. C. H. Maison

LWI:fp

RECEIVED
MAY 26 1959
FOR FILING

226-10 E
[illegible]

May 25, 1959

Oregon State Highway Commission

Request for Extension
of Time No. 3
May 28-29 Meeting

Gentlemen:

We are in receipt of a request from the contractor on the Oregon Centennial Grounds Access Roads, Contract No. 5273, for an increase in number of workdays to complete construction on this project. The request is for an additional thirty days. The main reason given which would justify such an increase is the addition of approximately $25,000 of work under the contract. This increase in work done on this project is explained under another agenda item. This work would be of a more time-consuming character than the original work; however, we believe that an equitable increase in the time would be twenty workdays.

In view of the above, it is recommended that an additional twenty workdays be allowed for completion of this job without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards

LdY:fp as

Form No. B-[illegible]

RECEIVED
JUN [illegible] 1959
FOR [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Oregon Centennial Grounds Date May 14, 19 59

Highway 216-101 Access Roads Contract No. 5273

County Multnomah Kind of Work Grading & Paving Contractor Warren Northwest Inc.

Contract Amount $ 64,083.50

Expected over-runs and under-runs in contract items:		Quantity	Unit Price	Amount
Major items, itemized:				
Item 3	General Excavation Unclassified	+4100	0.50	2,050.00
Item 14	Course crushed Material in Base	+5625	1.90	10,687.50
Item 15	3/4"-0" Material in Base	+ 662	2.20	1,456.40
Item 23	Class "B" Asphaltic Concrete	+1611	6.40	10,310.40

Minor items, unitemized algebraic total + 114.20

Subtotal $ +24,619.20

Approved work orders (Price, extra work and state force orders) $ + 3,716.95

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Minor items, unitemized algebraic total

Subtotal $

Authorization for engineering $

Expected over-run or under-run of engineering authorization $

Costs not included above (explain) $

Allowance for future contingencies (_____% of work remaining) $

Credits to come from transfers and deductions $

Present estimate of project cost $ 92,419.63

Brief Statement of principal causes of over-run:

Additional work has been added to this contract. The work consists of strip widening and spot widening, so the additional work will be time consuming and the progress slow.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 66,967.26
Present estimate of project cost	$ 92,419.63
Expected over-run (Amount)	$ 25,452.39
Expected over-run (per cent)	38

Space to right of this line is for use of Salem office.

Submitted by: Carl R Soderquist
Resident Engineer

Confirmed by: A V Brandis
Assistant Division Engineer

Noted by: L. H. Young
Construction or Bridge Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

FORM S-123 SM 4-58

RECEIVED
AUG 19 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

226-10Y3

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 18, 1958

Warren Northwest, Inc.
9860 Hancock Drive
Portland 13, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5273, awarded July 31, 1958, for grading and paving on the Oregon Centennial Grounds Access Roads in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
FOR FILING

Salem, Oregon
August 7, 1958

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

MISC. CONTRACTS and
AGREEMENTS No. 2012

Attached is a conformed copy of an agreement with Multnomah County covering the construction of the Pacific International Access Road.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Board of County Commissioners, Portland, Oregon.

Secretary

rm
Attach: 1

REFERRED TO
BY SECRETARY

RECEIVED
AUG 7 1958
FOR FILING

August 7, 1958

Board of County Commissioners
Multnomah County
Court House
Portland, Oregon

Gentlemen:

We are enclosing for the records and files of Multnomah County a fully executed copy of an agreement between the State Highway Commission and Multnomah County covering construction of the Pacific International Access Road.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
AUG 1 1958
FOR FILING

226-1013

5273

August 1, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 5273 for grading and paving Oregon Centennial Grounds access roads near the P-I Building in Portland in Multnomah County.

This award was based on your bid of $64,083.50 which was the low bid submitted to the Commission on July 10, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ja

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
AUG 22 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1958

SUBJECT: Cooperative Construction Agreement, Pacific International Access Road, Multnomah County

To: 6213

Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

475

The attached agreement has been reviewed and is satisfactory.

Multnomah County has supplied us with photostatic copies for deeds of right of way for all excepting one property, which they hope to have signed in the next few days.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:fp

Attachment

RECEIVED
JUL 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

FORM E30—3011—6-58—80654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1958

SUBJECT: Cooperative construction agreement, Pacific International Access Road, Multnomah County

To:
Mr. Forrest Cooper

Herewith a proposed agreement with Multnomah County covering the Pacific International Access Road. I am in considerable doubt as to the right of way on this project and would call your attention to paragraph 5 under Things to be Done by County and paragraph 2 under General Provisions, both on page 2 of the agreement, which put the burden of getting the right of way on the County.

If this is satisfactory, please send the agreement on up to Mr. Swenson.

G. S. Paxson
gm

G. S. Paxson

GSP:gm
Attach.

D. J. Baker

REFERRED TO
Edw
BY DEPUTY STATE HIGHWAY ENGINEER

Please review and return with Comments.

CONSTRUCTION DIVISION
RECEIVED
JUN 25 1958
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ COE

FORM E30—80M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1958

SUBJECT: Cooperative Construction Agreement
Pacific International Access Road
Multnomah County

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are six copies of the above named agreement as per your letter of May 1, 1958.

As we have received no exhibit maps, we would appreciate your advising us when one is available for our file copy.

We believe that a copy of this agreement should be sent to the Oregon Centennial Commission.

Glen V. Sorensen Per MB

GLEN V. SORENSEN
Staff Attorney

GVS:mmb
Attachments
cc: L. I. Lindas

RECEIVED
JUN 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 10 1958
FOR FILING

406 1012
5273

COMMISSIONERS
M. JAMES GLEASON
AL. L. BROWN
JACK BAIN

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

REFERRED TO
Cooper
by State Highway Engineer

DIVISION OF ROADS AND BRIDGES

2115 S.E. MORRISON
PORTLAND 15, OREGON
CA 7-8441

April 4, 1958

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Concerning our recent telephone conversation regarding the road to the proposed Centennial site here in Portland:

Since talking with you, Mr. C. E. Ocamb of the General Services Department of the Federal government was in the office and he would like to have until May 1st to see whether or not a perpetual easement can be granted by the Federal government. If at that time it is seen that we cannot proceed on this course then we will have the road completed using Federal Aid Secondary funds and the right of way can be obtained almost immediately after approval by the Bureau of Public Roads.

In any event, we are planning to have the information on the roads upon which we are working to your office so that it can be included in the June letting if you so desire.

Yours very truly,

P. C. NORTHROP
Roadmaster

PCN/sw

CONSTRUCTION DIVISION
RECEIVED
NOTED--

RECEIVED
OREGON

COMMISSIONERS
M. JAMES GLEASON
AL. L. BROWN
JACK BAIN

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

DIVISION OF ROADS AND BRIDGES

2115 S.E. MORRISON
PORTLAND 15, OREGON
CA 7-8441

March 14, 1958

Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Inasmuch as quite a bit of the proposed road for the Oregon Centennial goes through government property our attorney has ruled very definitely that we cannot spend any of our funds on the road unless the right of way is granted outright, or through a perpetual easement.

The Centennial Committee is making an effort to obtain this right of way through the various agencies in Washington, and through our representatives in Congress. Until the matter is cleared up we haven't done too much field work.

In discussing this matter with Mr. W. C. Williams it was understood of course that the State would go on a 50-50 basis with us and these would become county roads after they are built. It is our wish that the State make a survey for the new road to be built and the County will make the survey on the existing road; that the job will be let by the State but that the County will do the engineering and construction. As soon as we hear from the government regarding this right of way we will advise you and the job can then proceed.

Yours very truly,

P. C. NORTHROP
Roadmaster

PCN/sw

RECEIVED
MAR 17 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
FEB 17 1958
FOR FILING

FORM E-30X—25M—8-55

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1958

SUBJECT: Multnomah County-State Highway Agreement on Construction and Improvement of Highway Facilities to serve Oregon Centennial Exposition - 1959

To: Mr. Leonard I. Lindas
Chief Counsel

OFFICE

On February 3rd, Mr. Tom Curran, Deputy District Attorney for Multnomah County, telephoned me with respect to the above matter and stated that the Board of County Commissioners had requested a legal opinion from him as to whether or not the County could participate in the above project inasmuch as the improvement and construction of the roads under consideration were not county roads. Mr. Curran pointed out ORS 368.705 which provides that no County money or County funds, other than provided in Section 1 of the act, could be used for or expended by the County except upon county roads or bridges.

I told Mr. Curran I would check into the statutes and give him a "curbstone opinion" but felt certain that the County must have such authority under the statutes concerning intergovernmental cooperation.

On February 4th, I telephoned Mr. Curran and informed him that I felt the County was protected completely since ORS 368.805 provides that the County can cooperate with the State or the United States in the improvement of any "public road" within the County. I informed him that according to our plans, approximately two-thirds of the project was the improvement of an existing public road, although the same was on government property and certainly, we had to assume the statute to be constitutional. I also advised him that prior to Oregon Revised Statutes being published that the law covering the expenditure of County funds was set forth in Chapter 36, Oregon Laws of 1945 and not only provided that the County Court cooperate with the State in improving public roads but also in constructing, altering, repairing or maintaining such roads; that due to the history on this act that undoubtedly the word "improvement" in ORS 368.805 could well include construction and maintenance.

Mr. Curran seemed satisfied with my conclusion, but raised the question as to whether or not the Attorney General had ever written an opinion stating that the money allotted to the counties out of State

NOTED
C. S. PAXSON

highway funds had to be confined to "county roads". I told him that I was unaware of any such opinion and had not made a personal check on them. Mr. Curran stated that he would do so before writing any Opinion for the County Commissioners. At that time, I also informed Mr. Curran, and this came as a complete surprise to him, that we had received a letter from the County Commissioners indicating that on January 30th they had authorized the road master to spend the sum of approximately $50,000 toward the construction and improvement of the above mentioned road facilities, said sum to be matched by a similar amount to be paid by the Oregon State Highway Commission.

The matter was dropped at that point and so I assume that the project still has the approval of the County, unless Mr. Curran decides to write a contrary opinion. Mr. Curran did, however, leave me with the impression that if he had to write a contrary opinion, he may request his superior to obtain a decision from the Attorney General.

Frank C. McKINNEY
Chief, Office Section

FCM:mmb
cc: Forrest Cooper
G. S. Paxson ✓
D. J. Barbee
Clarence Swenson - County and City Relations

RECEIVED
FEB 5 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
226 - 1013
5273

COMMISSIONERS
M. JAMES GLEASON
AL. L. BROWN
JACK BAIN

COUNTY OF MULTNOMAH

BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND 4, OREGON

NOTED
W. C. WILLIAMS

January 31, 1958

Mr. P. C. Northrop
Roadmaster
2115 SE Morrison Street
Portland 15, Oregon

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held January 30, 1958, the following action was taken:

In the matter of authorizing the Roadmaster to spend the approx sum of $50,000. toward the construction and improvement of highway facilities to serve the Oregon Centennial Exposition in 1959; said expense to be matched by a similar amt to be paid by the Oregon State Highway Commission)

It is so ORDERED; Commissioner Gleason voting No, stating that in his opinion the entire cost should be paid by the State Highway Commission.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By _____
Clerk of Board

DD

NOTED
G. S. PAXSON

RECEIVED
JAN 31 1958
FOR FILING

226-11 12
2273

Salem, Oregon
January 31, 1958

MEMORANDUM TO THE FILE:

Item 31 on the agenda for the January 16-17 meeting of the Highway Commission had to do with construction of the roads to the Centennial Center on Swift Boulevard northerly of Portland.

In order that we might get started, I called Paul Northrop this date, and he stated that they were taking the preliminary steps to determine the County's position (I believe as to legality of spending money) and that he would advise us by letter in a few days as to their version of who was to do what so that an agreement could be prepared and the necessary plans and contracts prepared. It would appear that the next move should be made after we receive Mr. Northrop's letter.

Forrest Cooper
Deputy State Highway Engineer

FC:rms

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Tom Edwards

RECEIVED
JAN 8 - 1958
FOR FILING
5273

January 7, 1958

Mr. Paul C. Northrop
Roadmaster, Multnomah County
2115 S. E. Morrison Street
Portland 18, Oregon

Dear Mr. Northrop:

Enclosed herewith are two sketches indicating proposed improvements of certain roads in the West Vanport area as a means of easing traffic congestion during the 1959 Oregon Centennial. These plans are quite sketchy, being based on reconnaissance only, but I believe are quite indicative of what is planned.

You will note, colored in orange, proposed improvement of existing roads which were in general badly damaged by the Vanport flood. Colored in green is the proposal to construct a new road more or less paralleling Denver Avenue. While no definite decision has been reached, it is the general thinking that the roadway paralleling Denver Avenue north would be one-way traffic northbound from the old Vanport traffic circle. The westerly routing along Force Avenue is tentatively planned as one-way traffic southbound as far as the old traffic circle.

The estimated cost, as determined by our reconnaissance, is $101,000, which will provide for a 22-foot paved surface with 8-foot gravel shoulders. This width of roadway should be adequate, particularly if the one-way traffic pattern is utilized.

The Highway Commission has made no commitment as yet on this proposed improvement but has indicated its possible willingness to cooperate with Multnomah County on a 50-50 basis. I understand that Mr. Brandenthaler, Chairman of the Centennial Commission, has discussed this matter in considerable detail with the Multnomah County Board of Commissioners; therefore, it would now appear that the decision should be made as to whether the State Highway Department and Multnomah County would cooperate on a 50-50 basis for the improvement of these roads, with the understanding that they would remain under the jurisdiction of Multnomah County, and the State would have no part other than the cooperation in the construction. It would be immaterial whether the final survey and construction are supervised by Multnomah County or by the State Highway Department. This, I am certain, we could soon resolve.

If you need further information before determining whether the Board of County Commissioners can cooperate in this project, I will be most pleased to furnish the same.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper

RECEIVED
JAN 8 - 1958
FOR FILING
Sec-1012
5273

3l

December 27, 1957

Moffatt, Nichol & Taylor
1845 N. E. Couch Street
Portland 14, Oregon

Attention Mr. A. W. Irwin

Gentlemen:

The enclosed sketch of proposed roadway development for the Pacific International Exposition Center is sent in response to your request of December 7 to Tom Edwards. This plan is tentative only, and it has not been approved, nor has the matter of financing been determined.

The plan would use the existing interchange at Denver Avenue and Victory Boulevard and existing roadways west and north from that point to a connection with North Portland Road near the west end of the Pacific International Building. A new roadway from the interchange north to a connection with North Portland Road east of the Pacific International Building would be constructed.

Since planning has not developed much beyond the reconnaissance stage, it is impossible to furnish grades or alignment at this time. It is believed, however, that the material included will suffice for a traffic-flow study. As stated above, the plan has not been adopted or financed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

LPS:dl me
Enclosure

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Tom Edwards

Est. $102,000

NORTH PORTLAND HARBOR

ENTIEN BEACH PARK

A BROWN D.L.C.

T 2 N.

T. 1 N.

Force Lake

RADIO MAST

G W Force D.L.C.

MULTNO

Scale 1 inch = 800 feet

G W F D.L.C.

Improved and Unimproved Roads

Constructed

NORTH PORTLAND HARBOR

ANTZEN BEACH PARK

A Brown DLC

T 2 N.

T. 1 N.

Burns Lake

RADIO MAST

G W Force DLC

Improved and Unimproved Roads

Scale 1 inch = 400 feet

MOFFATT, NICHOL & TAYLOR **ENGINEERS**

PORTLAND, OREGON
LONG BEACH, CALIFORNIA

1848 N.E. COUCH STREET
PORTLAND 14, OREGON

December 7, 1957

Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Upon request from the Oregon Centennial Exposition and Trade Fair Commission, our firm is studying the traffic problems in the vicinity of Denver Avenue and the turn-off to the Pacific International Exposition Center in north Portland, Oregon. Earl Stream of your Portland office suggested that I contact you in reference to obtaining plans of the roadway intersections that will be in operation in 1959. Our problem is the routing of traffic to the PI building and away from the building.

We would appreciate any plans that are available in this area. Thank you for your help.

Very truly yours,

Moffatt, Nichol & Taylor

A. W. Irwin

AWI:sw

CONSTRUCTION DIVISION
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DEC [illegible] 1957
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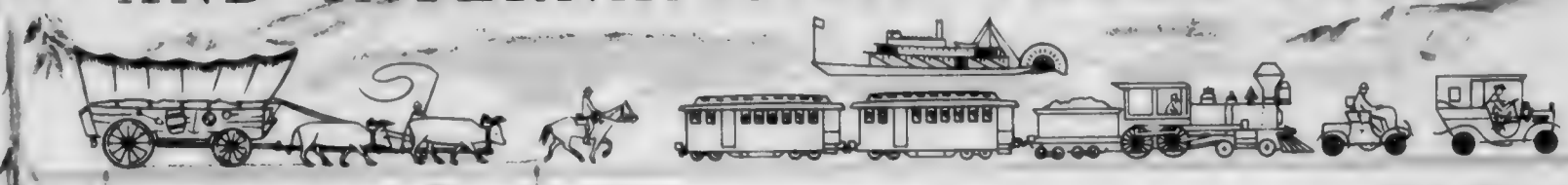
APR 2 - 1958
FOR FILING

file

OREGON *Centennial* EXPOSITION
AND INTERNATIONAL TRADE FAIR



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2273

ROBERT D. HOLMES
Governor

OREGON CENTENNIAL COMMISSION

ANTHONY BRANDENTHALER
Chairman
Baker
BRUCE A. BISHOP
Portland
GLENN L. JACKSON
Medford
C. HOWARD LANE
Portland
JACK W. LIVELY
Springfield
THOMAS P. SANDOZ
Astoria
MORRIE L. SHARPY
Portland
LILLIE M. SWEETLAND
Milwaukie
THOMAS VAUGHAN
Portland

EXECUTIVE OFFICES
Jackson Tower
Portland, Oregon

FLOYD MAXWELL
Managing Director

October 16, 1957

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

to Constr. Dept
4-28-58

Dear Mr. Williams:

I have been instructed by Mr. Brandenthaler to send this aerial photograph of the Centennial site to you showing the proposed new roads.

Sincerely,

Mel Melvyn,
Production Designer

MM/ga

NOTED
FORREST SMITH

RECEIVED
OCT 17 1957
STATE HIGHWAY COMMISSION

FRONTIER OF THE FUTURE

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AUG 26 1957
FOR FILING
1273

August 9, 1957

Mr. Anthony Brandenthaler
102 Jackson Tower
Portland, Oregon

Dear Mr. Brandenthaler:

Mr. Reynolds called this afternoon and advised that you wanted more detail of the estimated cost of road improvements to serve the Pacific International Centennial Exposition.

At the Commission meeting today you were given the over-all estimate of $83,000 for this work. This cost estimate includes the resurfacing of the existing road through the old Vanport installation from the west end of the Pacific International Building to the traffic circle which is just west of the Vanport connection to Denver Avenue. It also includes the building of a new road north from this traffic circle to a connection with the Swift Highway at the easterly end of the Pacific International Building. Also included is the reconstruction of approximately 500 feet of road leading south from the traffic circle. The resurfacing of the existing roads and the reconstruction of the new roads will provide a 2-inch asphaltic concrete surface and adequate shoulders.

The estimate also includes allowance for signing and flagging during construction and for the usual engineering and contingencies which are allowed on all construction jobs.

I trust that this will give you the information which you require.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. Chas. H. Reynolds
Mr. W. C. Williams
Mr. Forrest Cooper

STATE HIGHWAY COMMISSION MEETING

Delegation Anthony Brandenthaler, Portland, re providing adequate rodd facilities for Pac. International Livestock Centennial in North Portland

Date August 9, 1957

Time 10:45 a.m.

Name	City or Town	Capacity
Anthony Brandenthaler (spokesman)	Portland	Chrmn, Centennial Commission
Floyd Maxwell	"	Mgr. Centennial Commissio

aft. 8/9

AGENDA
AUG 9 1957
D

August 5, 1957

Mr. Anthony Brandenthaler
102 Jackson Tower
Portland, Oregon

Dear Mr. Brandenthaler:

I have been informed by the State Highway Engineer, Mr. W. C. Williams, that you desire an appointment with the State Highway Commission at its meeting this week to discuss matters pertaining to the providing of adequate road facilities for the Pacific International Livestock Centennial in North Portland.

The Highway Commission will be pleased to grant you a hearing on this subject. Its meeting this week is scheduled for Thursday and Friday, August 8 and 9. Delegations will be heard on the second day, Friday, August 9th, on which day I have reserved for your convenience fifteen minutes of time, starting at 10:45 a. m. The Highway Commission holds its meetings in the Queens Room in the basement of the Imperial Hotel, Portland.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

10:45 AM
AUG. 9, 1957

D

DU-154(9) "H" St.-Broadway Ave. 1958
(Baker) Sec.
#5274

C & A 1988 7-9-58

W. C. Williams

July 24, 1959

FINAL COST ANALYSIS
Grading & Paving
Contractor: Bechtel Bros..
Resident Engineer: L. C. Stratton

NOTED
W. C. WILLIAMS

"H" St. -Broadway Ave. (Baker)
Contract No. 5274

Old Oregon Trail Hwy.
Prefix No. 1-1033

(H-154(9))

Item 5274

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Clearing & Grubbing	100%	All	5,000.00		3,537.70	5,000.00
2. Drainage Excav., Unclass.	651.98	Cu. Yd.	3.00	2.12	1,383.92	1,955.94
3. General Excav., Unclass.	11,546.1	Cu. Yd.	1.10	0.78	8,986.29	12,700.71
4. Finishing R. B. & Slopes	.76	Mile	1,200.00	849.05	645.28	912.00
6. 18" Conc. Pipe, Extra strength	717	Lin. Ft.	4.20	3.93	2,824.30	3,011.40
7. 12" Perf. Conc. Dr. Pipe	1,074	Lin. Ft.	2.35	2.09	2,253.32	2,523.90
8. 8" Sewer Pipe	921	Lin. Ft.	1.20	1.02	945.32	1,105.20
9. Extra for pipe u/pavement	267	Lin. Ft.	4.00	3.49	910.37	1,068.00
10. 3/4"-1/4" Filter Mat'l in Dr.	93.15	Cu. Yd.	5.00	4.75	442.17	465.75
11. 1/4"-0 Filter Mat'l in Dr.	166.33	Cu. Yd.	6.00	5.45	907.25	997.98
12. Concrete Manholes	7	Each	350.00	279.88	1,959.19	2,450.00
13. Concrete Sumps	1	Each	600.00	472.92	472.92	600.00
14. Conc. Inlets, Type "GB"	24	Each	70.00	74.16	1,780.03	1,680.00
15. Adj. of Manholes	10	Each	60.00	42.45	424.53	600.00
17. Concrete Curbs	204.16	Cu. Yd.	60.00	57.61	11,761.26	12,249.60
*18. Coarse mat'l in subbase	12,624.74	Ton	1.75	1.56	19,702.92	22,093.30
*19. Coarse Cr. mat'l in base	8,394.04	Ton	2.95	2.85	23,881.30	24,762.42
*20. 3/4"-0 Mat'l in Base	2,148.42	Ton	3.15	3.07	6,589.50	6,767.52
21. Sprinkling	30	M-Gal.	3.00	2.12	63.67	90.00
22. Preparation of Base	.76	Mile	1,000.00	707.55	537.74	760.00
*&** 23. 3/4"-0 Mat. in Binder Crse.	297.74	Ton	4.00	3.93	1,169.52	1,190.96
**24. MC-2 Asphalt	22,49	Ton	60.00	57.85	1,301.05	1,349.40

FINAL COST ANALYSIS - Grading & Paving
"H" St.-Broadway Ave. (Baker) - Contract No. 5274

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**25. Cl."B" Asphaltic Concrete	5,084.315	Ton	11.00	9.50	48,300.92	55,927.47
**26. RS-2 Asphalt	1.008	Ton	80.00	70.00	70.56	80.64
**27. Extra for Asph. Conc. Appr.	85	Each	40.00	38.50	3,272.50	3,400.00
Force Account (State participation in flagging)					737.94	737.94
					$144,861.43	$164,480.13

Gross Revenue	$ 164.480.13
Total Cost	144,861.43
Net Profit	$ 19,618.70

Net profit equals 11.92% of gross revenue.

* Arthur Simonsen & Co. (All or in part)

** Russell Olson Construction Co. (All or in part)

DETAIL OF COST - Contract No. 5274

Labor:					
Labor and Supervision				$ 15,643.00	
Labor Insurance				2,190.00	
Health and Welfare				626.00	$ 18,459.00
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				5,032.04	
Gas, Oil, and Grease				2,350.64	
Bond				949.91	
Drill Steel and Bits				100.00	
Home Office and General Overhead				7,049.10	
Lumber, Nails (Used for for,ms)				470.16	
Move In				1,500.00	
Small Tools and Misc. Supplies				500.00	
P.U.C.				200.00	18,151.85
Materials:					
18" Conc.Pipe, Extra Strength	717	Lin.Ft.	@ $3.00	2,151.00	
12" Perf.Conc.Drain Pipe	1,074	Lin.Ft.	@ $1.35	1,449.90	
8" Sewer Pipe	921	Lin.Ft.	@ $.55	506.55	
3/4"-1/4" Filter Mat.in Dr.	93.15	Cu.Yd.	@ $3.75	349.31	
1/4"-0 Filter Mat.in Drain	166.33	Cu.Yd.	@ $3.75	623.74	
Concrete Manholes	7	Each	@ $100.00	700.00	
Concrete Sumps	1	Each	@ $150.00	150.00	
Conc.for Inlets, Type GB	24	Each	@ $25.41	609.52	
Cl."A" Conc.in Curbs	204.16	Cu.Yd.	@ $47.00	9,595.52	
Coarse Mat.in subbase	12,624.74	Ton	@ $1.00	12,624.74	
Coarse Cr.Mat.in Base	8,394.04	Ton	@ $2.35	19,725.99	
3/4"-0 Mat.in Base	2,148.42	Ton	@ $2.60	5,585.89	
3/4"-0 Mat. in Binder	297.74	Ton	@ $2.60	774.12	54,846.60
Sub-contractor:					
Russell Olson Construction					53,403.98
			TOTAL COST		$ 144,861.43

Remarks - Contract No. 5274

This was a "Federal Aid Urban Project" consisting of the construction of 0.76 mile of highway roadbed, involving 11,546 cubic yards of roadbed excavation; the construction of 0.76 mile of stone subbase, involving 12,624.74 tons of materials; the construction of 0.76 mile of stone base, involving 8,394 tons of crushed materials; and the construction of 0.76 mile of asphaltic concrete pavement, involving 5,084.3 tons of asphaltic concrete on the "H" Street - Broadway Avenue (Baker) Section of the Old Oregon Trail Highway in Baker County.

This project was bid on July 29, 1958, awarded July 31, 1958, and completed December 6, 1958.

The contractor began clearing on this project August 4, 1958, using a crew of four men with a HD-9 crawler loader, one 4-yard dump truck, one HD-6 dozer, and power saw. Approximately 75% of the clearing was done the first week.

Grading was started August 11th, using the same equipment as above and with the addition of a 3/4 cubic yard shovel and two dump trucks. Two thirds of the grading on the west side of 10th Street was done this week.

August 20th, the contractor had to stop operations because of work being done on water meters, fire hydrants, and water mains by the city and because of work being done by the Power Company. This delay lasted until September 18, 1958.

The coarse material in subbase was loaded and hauled from the gravel source west of Wingville by Arthur Simonsen and Company. Coarse crushed materials in base and other crushed aggregates were also produced by Arthur Simonsen and Company.

After 95% of the subbase and coarse base had been placed, the contractor then began assembling steel forms for curbs. The curbs were started on October 8th and completed, with the exception of the curb returns, October 18th. Construction of catch basins, sewer lines, and adjustment of manholes were also started during this same period. The above continued through the week of November 7th.

Russell Olson Construction Company, paving contractor, began paving operations November 3rd. The asphaltic concrete mixing plant was set up in the gravel pit west of Wingville and the asphaltic mix hauled from there to point of placement on this project. The haul was done by this same contractor.

Remarks Cont'd - Contract No. 5274

The bottom course and road approaches were completed November 15th. Paving continued the following week but operations were hampered by rain and snow. All approaches and driveways were completed this week.

The paving was finally completed, after many delays because of weather, on November 29th. Cleaning up continued through the following week and all work was completed on December 6, 1958.

Despite the delays caused by the removal, repair of public utilities, and the weather, the contractor made a good profit.

M. N. Juve
Chief Cost Analyst

By

G. K. Hanson

RECEIVED
JUL 31 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FORM B-30 50M 8-57—8883

DU-154(9)

5214

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker
July 1, 1959

SUBJECT: Project "H" Street
Broadway Avenue (Baker)
Section Old Oregon Trail
Highway DU-154(9)

To: C. H. Maison
Auditor
State Highway Dept.
Salem

Att'n: C. C. Harrell

Reference is made to your letter of June 16, 1959 concerning the utility relocation on the above named project.

Before work on the utility adjustment commenced, I checked with Mr. Revis, the city manager, to determine what sort of an agreement the city of Baker had with the Carlson Construction Company. Mr. Revis told me the city had an annual maintenance contract with Carlson. This contract includes all electrical utility adjustment withen the city of Baker. The California-Pacific Utility Co. office in Baker has a similar contract with Carlson Cons't. Co.

In reguard to salvage credit, no pipe was salvaged that would warrent a salvage credit. Most of the old pipe was left in the ground and new line installed. The meter boxes wase the old wood type and were in no condition to be reused.

You will find enclosed a notarised affidavit from the Carlson Const. Company in reguard to payment received from the city of Baker for work preformed. Also enclosed is a letter of transmittal from the city manager that accompanied the affidavit.

L. C. Stratton

L. C. Stratton
Resident Engineer

Enc.

cc. A.F. Parsen
Gen. Files

RECEIVED

FORM E-30X—67,500—8-58—

DU 154(9)

5274

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 16, 1959

To: L. C. Stratton
Resident Engineer
State Highway Department
Rand Building
Baker, Oregon

SUBJECT: Project "H" Street
Broadway Avenue (Baker)
Section Old Oregon Trail
Highway (DU-154(9))

CONTRACT 5274

The billing for the utility relocation (City of Baker) on the subject project in the amount of $4,477.98 was received by the Accounting Division on June 2, 1959. A copy of this billing is enclosed for your information.

We note there is absolutely no credit of any kind allowed on this billing. Is it possible there were no items salvaged (taken back into stock or sold as junk) on this project, for which the State could expect credit to the project? The billing indicates 50 meter boxes and 126 lin. ft. of pipe replaced. Were all these items a total loss to the project? Please advise.

The billing indicates items 6 and 7 were done on a contract. We do not appear to have any correspondence in our files which would indicate an approval by the State to the utility for this contracted portion.

The regulations as set forth in PRM 30-4 (section 5b and c) require that the State have in writing an approval to the utility for contracted work, or the Bureau will not allow the items at the time the State requests reimbursement from the Bureau. If such a written approval does not exist, we would assume a verbal approval for the contracted portion was given. If this is the case, would you please confirm the verbal approval in a memorandum directed to General Files, giving the reason it was necessary the utility contract part of the project and date verbal approval given, in order that we may make it a part of the project folder and available to the Bureau at the time the State requests reimbursement on this project.

C. H. Maison
Auditor

By: C. C. Harrell

CCH:jm
Enc.

cc: R. L. Porter
Tom Edwards
Gen. Files

RECEIVED

FORM E-20X—50M—2-59—16160

A(154(9)

52 14

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1959

SUBJECT: "H" Street-Broadway Avenue
Old Oregon Trail Highway
Contract No. 5274

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Herewith a copy of a letter from the Bureau of Public Roads pointing out that certain aspects of the subject named project are not up to standard and in order to bring them up to standard that certain deficiencies must be corrected.

You will perhaps recall that this job was finished late in the fall and, despite the weather conditions prevailing, because of a pressure exerted by the City of Baker to this end. However, it appears that we will have to correct the same. It is indicated that these corrections should be made under your regular maintenance program.

Will you take care of this in this seasons work. As pointed out by Mr. Polk, this is a "D" project, and should be completed as early as possible.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.
cc Forrest Cooper
I. A. DeFrance

RECEIVED
JUN 1 1959
ENGINEER

DU-154(9)

When replying, refer to:
08-35.8
5014

408 State Highway Bldg.
Salem, Oregon

May 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DU-154(9)
"H" Street-Broadway Ave.
Grading and Paving, (Baker)
Section, Old Oregon Trail Highway

Dear Sir:

Mr. Cowan, District Engineer, and Mr. Jensen, Area Engineer, recently made an inspection of subject project, in response to your letter of December 17, 1958, advising work was completed December 6, 1958. Laboratory reports show some of the pavement on this project was laid in the latter part of November.

The inspection reveals this project is not up to the standard you have previously presented for Final Inspection on other projects. The deficiencies are not of a major proportion. However, it is our feeling they should be corrected before a final inspection is made.

Your attention is directed to depressed areas, spalling of top course in the pavement and pavement riding quality roughness in the northbound lane. These deficiencies have been discussed with administrative personnel at your La Grande office. It is our belief that the corrective work to be accomplished when one of your maintenance hot mix plants will be at Baker should bring the project to an acceptable status. As this is a "D" project, it would be desirable to complete all work at an early date.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
MAR 20 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

March 18, 1959

D71-154(9)
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5274 5274
(VOUCHER NO.)

6 Final
(WARRANT NO.)

Bechtel Bros.
(AMOUNT) (DATE)

5811

H239021

$ 5,023.44 3/18/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 35 workdays from Aug. 11, 1958

Time Extensions: None

Completion Date: Dec. 6, 1958

Date Accepted: Mar. 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 18, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

MAR 20 1959

NOTED ON CARD

RECEIVED
MAR - 5 1959
FOR FILING

Su. 154 (9)

5-74

CERTIFIED MAIL

Mar. 4, 1959

United States Fidelity & Guaranty Co.
Lotus H. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5274, for grading and paving on the "B" St.-Broadway Ave. (Baker) Section of the Old Oregon Trail Highway in Baker County, was completed by the contractor, Bechtel Bros., on Dec. 6, 1958, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $5,023.44 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $164,480.13, of which amount $737.94 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
JAN 30 1959
FOR FILING

AU-154(9)
C-7

Jan. 29, 1959

CERTIFIED MAIL

United States Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Bechtel Bros. in connection with Contract No. 5274, for grading and paving on the "H" St.-Broadway Avenue (Baker) Section of the Old Oregon Trail Highway in Baker County.

This payment, in the amount of $5,490.67, will be released to the contractor on or after February 9, 1959. The retained percentage is $4,931.65.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD
cm

FORM F 30 80M 6-58 13046
RECEIVED
FEB 2 1959
FOR FILING
DU 154 (9)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1959

SUBJECT: "H" St.-Broadway Ave. (Baker)
Old Oregon Trail Highway
Contract No. 5274

To: 5274
Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I am submitting herewith an Order For State Force Work covering adjustment of the City water lines and services along with adjustment of City-owned power and light poles as per the City-State agreement for this project. The Bureau of Public Roads has indicated that they will give us reimbursement for this work.

In view of the above, it is recommended that the State Force Order be approved as submitted.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc D. B. Parkes

NOTED
FORREST COOPER

RECEIVED
JAN 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1958
FOR FILING

December 17, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 6, 1958, on Contract No. 5274, "F" Street-Broadway Avenue (Baker) Section in Baker County, in connection with Federal Aid Project No. DU-154(9).

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Mr. C. C. Sumner

DBP:lmw

Form E-1–

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 5, 19 58

Section "H" St-Broadway Ave. (Baker)

Kind of work Grading and Paving

Highway Old Oregon Trail County Baker

Section prefix 1-1033

Contractor Bechtel Brothers

Contract number 5274

Date of contract July 31, 19 58

Specified work days ~~45~~ 35

Date work started August 4, 19 58

Work days used 34

Project authorization . . . . . $ 161,220.94
Exclusive of engineering . . . . $ 149,756.34

Per cent of time elapsed 97.1 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 170,390.57

Estimated per cent overrun ~~or underrun~~ . . . . . 12.8 %

Per cent of contract completed, based on total contract price . . . . . 117.0 %

Engineering authorization . . . . $ 11,464.60

Engineering cost to date $ 11,400.00, 99.4 %

Date project was completed Dec. 6, 19 58

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A crew of four men have been working all week, patching sidewalks and doing general clean up work.

Paving on this project was completed last Saturday.

CONSTRUCTION DIVISION
RECEIVED
DEC 8 1958
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed L. C. Stratton

Address L. C. Stratton
Rand Bldg., Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.76	0.76		0.76	0.76
Miles partially completed					
Miles completed	0.76	0.76		0.76	0.76
Total estimated quantities (contract)	9,900 cy	18,150 ton	32	32 ton	3,800 ton
Total quantities corrected to date	11,500 cy	20,650 ton		same	5,085 ton
Estimated quantities moved or placed to date	11,500 cy	20,650 ton		32 ton	5,085 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		4			
Men		3			
Supervision		1			
Men and trucks under 3 tons		1			
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....1....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., Loader. ....1....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 21 1958
FOR FILING

November 21, 1958

Oregon State Highway Commission

Gentlemen:

It has become evident that an overrun of the project authorization on the "F" Street-Broadway Avenue Section of the Old Oregon Trail in the city of Baker, Contract No. 5278, is going to occur. This anticipated overrun is in the amount of $23,400 or 14.5 per cent. This overrun was occasioned by an error in the calculation of quantities for surfacing and paving prior to contracting.

In view of the above, it is requested that the project authorization for this job be increased in the amount of $23,400.

Very truly yours,

H. C. Williams
State Highway Engineer

LHY:fp:ae

cc to: Tom Edwards
S. H. Probert
C. H. Maleen

RECEIVED
DEC 16 1958
FOR FILING

LU-.54 (?)

To: 4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1958

SUBJECT: "H" Street-Broadway Avenue
Old Oregon Trail
Contract No. 5274

Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I am submitting herewith a "Report on Expected Overrun of Project Authorization" in the amount of $23,400 or 14.5%.

The major portion of the overrun was caused by an error in the calculation in the quantity of Class "B" Concrete in the amount of 1,500 tons amounting to $16,500. Further contributing to the overrun has been the extreme wetness of the Coarse Material in Subbase and the Coarse Crushed Material in Subbase which is purchased by the ton but placed by the cubic yard. This has resulted in an overrun of $11,160 for these items. These indicated overruns have been reduced by uncommitted contingency money to $23,400.

In view of the above, it is recommended that the Highway Commission be requested to increase the project authorization for this job in the amount of $23,400. A rough draft of a letter to the Commission making this request is submitted herewith for your approval.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

NOTED
FORREST COOPER

RECEIVED
NOV 20 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Form No. E-378—10M—7-56

RECEIVED
DEC-16

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name "H" Street-Broadway Ave. (Baker) Date November 14, 1956

Highway Old Oregon Trail Contract No. 5274

County Baker Kind of Work Grading & Paving Contractor Bechtel Bros.

Contract Amount $139,982.50

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
General Excavation	1,600	1.10	1,760.00
Coarse Material in Base	2,500	1.75	4,375.00
Coarse Crushed Material in Base	2,300	2.95	6,785.00
Class "B" A.C.	1,500	11.00	16,500.00
Minor items, unitemized algebraic total			200.00
Subtotal			$ 29,620.00
Approved work orders (Price, extra work and state force orders)			$ 943.80

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
Flagging, State's share	200.00
Minor items, unitemized algebraic total	0.22
Subtotal	$ 200.22
Authorization for engineering	$ 11,464.60
Expected over-run or under-run of engineering authorization	$ none
Costs not included above (explain) City water main adj., striping, signing	$ 2,400.00
Allowance for future contingencies (28 % of work remaining)	$ ~~1,500.00~~
Credits to come from transfers and deductions	$ none
Present estimate of project cost	~~$ 16,111.12~~ 184,611.12

Brief Statement of principal causes of over-run:

Pit run material and base rock have run heavier than anticipated.

Insufficient allowance was made on the contract for the A.C.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$161,220.94
Present estimate of project cost	$ 184,611.12
Expected over-run (Amount)	$ 23,390.18
Expected over-run (per cent)	14.51 ~~15.4~~ %

Space to right of this line is for use of Salem office.

Submitted by: F. C. Stratton
Resident Engineer

Confirmed by:
Division Engineer

Noted by:
Construction or Bridge Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
OCT 30 1958
FOR FILING

October 27, 1958

Mr. Chas. H. Reynolds
Reynolds Insurance Agency
P. O. Box 898
LaGrande, Oregon

Dear Charles:

Reference is made to your letter of October 8 in behalf of Bechtel Brothers, contractors on the "H" Street-Broadway Avenue (Baker) Section of the Old Oregon Trail Highway, Contract No. 5274.

I realize that considerable inconvenience has been caused the Bechtel Brothers by reason of the City of Baker's water replacement and relocation program; however, during the period of time that the relocation was going on (from August 19 through September 16 and October 7 through October 10) no time was charged to the contractor although during a part of this period they were actively engaged on the job in a limited area.

I know that you are familiar with the reasons for the establishment of our liquidated damages specification and to date we have held the line on the enforcement of these provisions. I recognize that 35 workdays specified was figuring close; however, other contractors bid this with the same understanding and any extension of these workdays would certainly leave us open to justifiable criticism on their part. Workday count is only made for those days in which 60 per cent of normal productivity can be obtained. We have made a very liberal interpretation of this in the past and will continue to do so in the future. It has been reported to me that Bechtel Brothers are doing an excellent job on this piece of construction and I certainly hope that they will finish it without the assessment of liquidated damages.

In the matter of the old pipes which are now being covered by the new work, this is, of course, regrettable; however, the City of Baker could not see their way clear for the replacement of these pipes at this time. This same condition exists quite generally through cities throughout the state and, although the pavements must be torn up to make the necessary repairs and the pavements patched, this has not really caused a severe problem

in the past. The patching has been done in a neat, workmanlike manner by the cities involved and they seem to feel that it is, in cases of limited financial resources, a reasonable solution.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

LHY:jc:ar

cc to: W. C. Williams
Tom Edwards
A. F. Parson

Chas. H. Reynolds
Everett J. Reynolds
Chas. A. Reynolds

REYNOLDS INSURANCE AGENCY

LA GRANDE, OREGON

Telephone WO 3-3121
Reynolds Building
P. O. Box 898

October 8, 1958

PLEASE RETURN TO
FORREST COOPER

Mr. Forest Cooper
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Forest:

ref: Bechtel Brothers

These people have a contract for the construction on the tenth street project in Baker, and have been having considerable difficulties due to the fact that the city has had some water mains and pipes that should be or have been replaced. It has delayed their work a considerable extent.

The thing that rather concerned me with reference to the street construction is the fact that the city appears to be attaching or doing whatever possible to keep the old pipes in use and as reported they are in very poor condition. The thought is, if these go bad in a few years it will be necessary to dig up the pavement and do the repairs.

My letter is for two ~~futi~~ purposes. First to report the condition of the pipes and the other is to ask that the contractor be given consideration when he requests an extension of time. I am sure he has been working diligently, but appears doubtful that it can be completed in this specified time of the contract.

With personal regards, I am,

Sincerely,

Chas.

RECEIVED
1958
STATE HIGHWAY ENGINEER

RECEIVED
1958

RECEIVED
OCT 21 1958
FOR FILING

DU-154(9)

5274

When replying, refer to:
08-35.4

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DU-154(9)
H Street-Broadway Avenue
(Baker) Section of the Old Oregon Trail
Adjustment of City of Baker Utilities -
Conduits, lines, poles, mains and pipes

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and the City of Baker, dated June 23, 1958, covering adjustment of conduits, lines, poles, mains, pipes, hydrants and manholes on the H Street-Broadway Section (Baker) of the Old Oregon Trail Highway, Oregon Project DU-154(9).

Authorization is hereby granted to proceed, as of June 25, 1958 under the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

orig to Dist Clerk

MAILED

RECEIVED
OCT 3 1958
FOR FILING

October 3, 1958

Honorable Clinton P. Haight
State Representative
Baker, Oregon

Dear Mr. Haight:

Following our telephone conversation yesterday, I contacted our field forces with reference to the situation on Tenth Street in Baker, I understand that our Resident Engineer has gone over the matter with you and I believe things are satisfactorily adjusted. I wish to thank you for calling the matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

CSP:gm

cc Mr. W. C. Williams

Hon Clinton P Hoagland Jr
State Representative
Phoenix

CON LAG 11 10-2-58 455P

YOUNG

RESIDENT ENGINEER STRATTON DISCUSSED BAKER PROJECT WITH CLINT HAIGHT THIS AFTERNOON. WE BELIEVE THAT SINCE HE NOW UNDERSTANDS THE METHODS THAT THE CONTRACTOR MUST USE AT THIS PROJECT THAT HE IS SATISFIED. BECHTEL IS DILIGENTLY PURSUING THE WORK. HAS BEEN WORKING AND STILL IS, 10 AND 11 HOURS PER DAY, 6 DAYS A WEEK. ALL BUSINESSES HAVE TEMPORARY APPROACHES THAT REQUESTED THEM. THREE DIFFERENT BUSINESS CLOSED UP FOR A FEW DAYS AND WENT ON VACATIONS OR SOMEWHERE. TXX RESIDENT ENGINEER HAS DISCUSSED THE SITUATION WITH EACH ADJACENT OWNER AND SO FAR AS WE KNOW THERE HAVE BEEN NO COMPLAINTS FROM THIS SOURCE. TEMPORARY APPROACHES TO ALL BUSINESSES WILL BE IN PLACE TOMORROW NIGHT.

CANNON

DJ

When replying, refer to
08-35.4

September 25, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DU-154(9), "H" St.-Broadway Avenue, (Baker) Section, Old Oregon Trail Highway. Contract No. 5274. Order for State Force Work - Remove and reinstall two overhead caution lights. Estimated total cost $400. Federal Funds $360.

Dear Sir:

We are approving the use of State force as being in the public interest under the provision of PPM 21-6.3 for the following reasons:

(1) The contractor on subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

(2) The State has trained men and specialized equipment to perform the work economically.

(3) The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

Orig SNP

RECEIVED
SEP 3 ? 1958
FOR FILING
AH-12(4)
2-14

September 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith data in connection with adjusting the utilities owned by the City of Baker on the "F" Street-Broadway Avenue (Baker) Section of the Old Oregon Trail Highway, Contract No. 5274, Project No. DU-154(9).

1. Three copies of the agreement between the State and the City of Baker, which covers moving the utilities.

2. Three copies of the estimate of the City of Baker for moving its utilities.

3. Three sets of construction plans on which the various utility adjustments are shown, with a letter from the City in explanation of the sketches.

Your approval of the agreement between the State and the City of Baker and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Oregon State Highway Department

Federal Aid
Project No. DU-154(9)

5274

"F" STREET-BROADWAY AVENUE (BAKER) SECTION OF

THE OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

September 5, 1958, Salem, Oregon

Type Code 6201
Roadway (Sta. 64+24 to Sta. 104+29)
(Contract No. 5274)

Clearing and Grubbing	All Required	$	$ 5,000.00
Drainage Excavation, Unclassified	900 cu. yds.	3.00	2,700.00
General Excavation, Unclassified	9,900 cu. yds.	1.10	10,890.00
Finishing Roadbed and Slopes	0.76 miles	1,200.00	912.00
12-inch Corrugated Metal Pipe	20 lin. ft.	5.00	100.00
18-inch Concrete Pipe, Extra Strength	790 lin. ft.	4.20	3,318.00
12-inch Perforated Concrete Drain Pipe	1,200 lin. ft.	2.35	2,820.00
8-inch Sewer Pipe	900 lin. ft.	1.20	1,080.00
Extra for Pipe Under Pavement	420 lin. ft.	4.00	1,680.00
3/4" - ¼" Filter Material in Drains	140 cu. yds.	5.00	700.00
¼" - 0 Filter Material in Drains	210 cu. yds.	6.00	1,260.00
Concrete Manholes	7 only	350.00	2,450.00
Concrete Sumps	1 only	600.00	600.00
Concrete Inlets, Type "CB"	26 only	70.00	1,820.00
Adjustment of Manholes	10 only	60.00	600.00
Adjustment and Seal Drain Boxes	2 only	40.00	80.00
Concrete Curbs	210 cu. yds.	60.00	12,600.00
Coarse Material in Sub-base	10,100 tons	1.75	17,675.00
Coarse Crushed Material in Base	6,000 tons	2.95	17,700.00
3/4" - 0 Material in Base	2,050 tons	3.15	6,457.50
Sprinkling	300 M-Gals.	3.00	900.00
Preparation of Base	0.76 mile	1,000.00	760.00
3/4" - 0 Material in Binder Course	370 tons	4.00	1,130.00
MC-2 Asphalt	30 tons	60.00	1,800.00
Class "B" Asphaltic Concrete	3,800 tons	11.00	41,800.00
RS-2 Asphalt	2 tons	80.00	160.00
Extra for Asphaltic Concrete Approaches	75 only	40.00	3,000.00
			$139,912.50
Flagging (57½% of Contractor's Cost)	All Required		500.00
Adjust Water Mains by City of Sale	All Required		2,000.00
			$142,412.50

Subtotal	$142,492.50
10% Engr. & Cont.	14,248.25
Total	$156,730.75

Length of Roadway . . . . . 0.759 miles
Cost of Roadway Per Mile $206,496.37

Federal "U" Funds	$116,900.00
Federal "U" Funds	15,830.75
City of Baker Funds	24,000.00
	$156,730.75

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. DU-154(9)

"H" STREET-BROADWAY AVENUE (BAKER) SECTION

OF THE OLD OREGON TRAIL IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 23, 1958

Type Code 6201
Roadway (Sta. 64+24 to Sta. 104+20)

Clearing and Grubbing	All Required			$ 2,500.00
Drainage Excavation, Unclassified	900	cu.yds.	$ 3.00	2,700.00
General Excavation, Unclassified	9,900	cu.yds.	0.80	7,920.00
Finishing Roadbed and Slopes	0.76	miles	800.00	608.00
12 Inch Corrugated Metal Pipe	20	lin.ft.	3.75	75.00
18 Inch Concrete Pipe, Extra Strength	790	lin.ft.	5.00	3,950.00
12 Inch Perforated Concrete Drain Pipe	1200	lin.ft.	2.50	3,000.00
8 Inch Sewer Pipe	900	lin.ft.	2.00	1,800.00
Extra Pipe Under Pavement	420	lin.ft.	3.00	1,260.00
3/4" - 1/4" Filter Material in Drains	140	cu.yds.	7.00	980.00
1/4" - 0 Filter Material in Drains	210	cu.yds.	7.00	1,470.00
Concrete Manholes	7	only	275.00	1,925.00
Concrete Sumps	1	only	300.00	300.00
Concrete Inlets, Type "GB"	26	only	75.00	1,950.00
Adjustment of Manholes	10	only	50.00	500.00
Adjust and Seal Drain Boxes	2	only	50.00	100.00
Concrete Curbs	210	cu.yds.	50.00	10,500.00
Coarse Material in Subbase	10,100	tons	1.15	11,615.00
Coarse Crushed Material in Base	6,000	tons	2.70	16,200.00
3/4" - 0 Material in Base	2,050	tons	3.15	6,457.50
Sprinkling	300	M-Gals.	3.00	900.00
Preparation of Base	0.76	mile	250.00	190.00
3/4" - 0 Material in Binder Course	280	tons	3.25	910.00
MC-2 Asphalt	30	tons	45.00	1,350.00
Class "B" Asphaltic Concrete	3,800	tons	10.50	39,900.00
RS-2 Asphalt	2	tons	100.00	200.00
Extra For Asphaltic Concrete Approaches	75	only	30.00	2,250.00
				$121,510.50
Flagging (57½ of Contractor's Cost)	All Required			500.00
Adjust Water Mains by City of Baker	All Required			2,000.00
			Subtotal	$124,010.50
			10% Engr. & Cont.	12,401.05
			Total	$136,411.55

Length of Roadway	0.759 Mile
Cost of Roadway Per Mile	$179,725.36

Federal "DU" Funds	$101,000.00
Federal "DL" Funds	21,000.00
State Funds	14,411.55
	$136,411.55

Oregon State Highway Department

Federal Aid
Project No. DU-154(9)

"H" STREET-BROADWAY AVENUE (BAKER) SECTION

OF THE OLD OREGON TRAIL IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 14, 1958

Type Code 6201
Roadway (Sta. 64+24 to Sta. 104+29)

Clearing and Grubbing	All Required		$	$ 6,000.00
Drainage Excavation, Unclassified	900	cu. yds.	3.00	2,700.00
General Excavation, Unclassified	9,900	cu. yds.	1.00	9,900.00
Finishing Roadbed and Slopes	0.76	miles	800.00	608.00
12-inch Corrugated Metal Pipe	20	lin. ft.	4.00	80.00
18-inch Concrete Pipe, Extra Strength	790	lin. ft.	5.00	3,950.00
12-inch Perforated Concrete Drain Pipe	1,200	lin. ft.	2.75	3,300.00
8-inch Sewer Pipe	900	lin. ft.	2.00	1,800.00
Extra for Pipe Under Pavement	420	lin. ft.	3.00	1,260.00
3/4" - ½" Filter Material in Drains	140	cu. yds.	7.00	980.00
½" - 0 Filter Material in Drains	210	cu. yds.	7.00	1,470.00
Concrete Manholes	7	only	325.00	2,275.00
Concrete Sumps	1	only	500.00	500.00
Concrete Inlets, Type "CB"	26	only	85.00	2,210.00
Adjustment of Manholes	10	only	60.00	600.00
Adjust and Seal Drain Boxes	2	only	50.00	100.00
Concrete Curbs	210	cu. yds.	55.00	11,550.00
Coarse Material in subbase	10,100	tons	1.30	13,130.00
Coarse Crushed Material in Base	6,000	tons	3.00	18,000.00
3/4" - 0 Material in Base	2,050	tons	3.25	6,662.50
Sprinkling	300	M-gal.	3.00	900.00
Preparation of Base	0.76	mile	250.00	190.00
3/4" - 0 Material in Binder Course	280	tons	4.25	1,190.00
MC-2 Asphalt	30	tons	55.00	1,650.00
Class "B" Asphaltic Concrete	3,800	tons	11.50	43,700.00
RS-2 Asphalt	2	tons	80.00	160.00
Extra for Asphaltic Concrete Approaches	75	only	30.00	2,250.00
				$137,115.50
Flagging (57½% of Contractor's Cost)	All Required			500.00
Adjust Water Mains by City of Baker	All Required			2,000.00
		Subtotal		$139,615.50
		10% Engr. & Cont.		13,961.55
		Total		$153,577.55

Length of Roadway - - - - - - - - - - 0.759 Miles
Cost of Roadway Per Mile- - - - - - - $193,179.30

Federal "DU" Funds- -	$114,000.00
Federal "DL" Funds- -	24,000.00
State Funds -	15,577.55
	$153,577.55

RECEIVED
SEP 9 - 1958
FOR FILING

September 5, 1958

Mr. C. A. Volk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your concurrence and approval are copies of Order for State Project No. 276 covering revision of traffic signal poles on the "H" St.-Broadway Avenue (Baker) Section of the Oregon Trail Highway in Baker County, Contract No. 5274, in connection with Federal Aid Project No. UH-154(9).

It is necessary to move the poles and mast arms, traffic signals to cover for reconstruction.

The contractor is not equipped to do this work.

There has been no necessary equipment and trained crews available for this work. The amount is too small for separate contracting to be practical.

Approval of this order as of this date under the provisions of MCM 21-6.3 is requested. These signals were placed under State contract and it is the State's obligation to move the poles.

The total estimated amount of the order is $4,000 with Federal participation of $3,000.

Very truly yours,

R. H. Williams
State Highway Engineer

By /s/ DSP

for Forrest Cooper
Deputy State Highway Engineer

DBP:maj
Encl.
5 copies (S.P. No.276

RECEIVED
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
ROBERT B. CHESSMAN, MEMBER, ASTORIA
KENNETH N. FRIDLEY, MEMBER, WASCO
H. B. GLAISYER, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 26, 1958

Bechtel Bros.
2107 Depot St.
LaGrande, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5274, awarded July 31, 1958, for grading and paving on "J" Street-Broadway Ave. (Baker) Section of the Old Oregon Trail Highway in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 13 1958
FOR FILING

August 15, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the "F" Street-Greenbury Avenue (Baker) Section of the Old Oregon Trail Highway in Baker County, Contract No. 5274, in connection with Federal Aid Project No. BO-154(9).

Very truly yours,

H. C. Williams
State Highway Engineer

By

Fremont Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

FORM E-123-X 25M 8-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 13, 1958

Aug 54 (C)

5274

Baker

Mr. Chas. H. Reynolds
Reynolds Insurance Agency
Post Office Box 898
La Grande, Oregon

Dear Mr. Reynolds:

This is in reply to your letter of August 8 concerning the widening of Broadway in Baker.

We have no plans which would affect that section of Broadway lying to the north of Main Street. If and when a one-way street couplet in Baker becomes necessary, considerable study will have to be made as to the streets which are to be used. The short distance between Main Street and Resort Street makes it very doubtful that Resort Street would be a part of this couplet. In any event, it will be some time before traffic would justify a one-way street grid here. Furthermore, our studies as of now indicate that if a one-way street couplet be installed it should utilize Main and First Streets not Resort Street. Insofar as the State is concerned, the Schaves food store need not anticipate any street widening in the early future.

In La Grande we have no present plan for improving the existing highway from Ora Dell to Adams Avenue. The bypass, when built, will divert a large part of the trucks from the existing highway and should cut down the noise nuisance considerably around the hospital. Interstate money, at any event, could not be used on this work and, as you know, the funds, both for urban and primary highway projects, are very limited.

Sincerely,

ORIGINAL SIGNED

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. G. S. Paxson

RECEIVED
AUG 8 1958
FOR FILING

DU-154(9)
5274

August 6, 1958

Mr. C. S. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 4, 1958, on Contract No. 5274, "H" St.-Broadway Avenue (Baker) Section, in Baker County, in connection with Federal Aid Project No. DU-154(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mas

RECEIVED
AUG 4 1958
FOR FILING
Bil-154(9)
5274

August 1, 1958

Bechtel Brothers
P. O. Box 792
La Grande, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 awarded to you State Highway Contract No. 5274 for grading and paving on the "H" Street-Broadway Avenue (Baker) Section of the Old Oregon Trail Highway in Baker County.

This award was based on your bid of $139,982.50 which was the low bid submitted to the Commission on July 29, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED
JUL 1958

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

X Jr Ltr 7-31-58 (a)
5274

When replying, refer to
08-35.4-0

July 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5274 for Oregon Project DU-154(9), "H" St.-Broadway Ave. (Baker) Section of the Old Oregon Trail Highway, to Bechtel Bros. of LaGrande, Oregon, low bidder in the amount of $139,982.50 at the July 29, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
AUG 4 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 2 1 1958

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 21, 1958

SUBJECT: Request for fill material
on Right of Way, M.P. 336.45
Old Oregon Trail Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Salem

Pursuant to your request of last week regarding a follow-up of Vern Manary's suggestion of filling the borrow pit adjacent to his property, near the north City Limits of Baker, I wish to submit the attached report from Mr. Keasey.

In as much as the filling in of this borrow pit might lead to other property owners wanting the same treatment I concur with Mr. Keasey that we let Mr. Manary make his own arrangements with the contractor to fill up the pit.

A. F. Parson
Division Engineer

AFP:gb

July 28
Added to Contract
Coop

RECEIVED
JUL 2 2 1958
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 50M 8-57—6563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
July 18, 1958

SUBJECT: Request for Fill Material on R/W
M.P. 336.45, Old Oregon Trail Hwy

To:

A. F. Parson
Division Engineer
La Grande

The following is a report on the request of Mr. Vern Manary of Baker for material from the excavation on the proposed Tenth Street project in Baker to be used to fill the borrow ditch in front of his and his neighbors' houses located along the east side of the highway, approximately 500 feet north of "H" Street which I understand is the terminus of the Tenth Street project.

I contacted Mr. Manary this morning and examined the location requested to be filled. The attached sketch shows this area shaded in red. No drainage would be affected since any surface water in this area must seep into the ground anyway. I am advised by Resident Engineer Stratton that the excavation bid price on the Tenth Street project is to include haul, so that any arrangement between these property owners and the contractor would not affect our payment to him for disposition of the material.

I recommend that Mr. Manary and his adjacent neighbors be permitted to negotiate with the contractor for any additional haul involved, and, if successful, that the material be placed under our direction, since the area in question is on the right of way. The proposed work would enhance the landscaping on our own right of way, as well as the property owners'.

C. T. Keasey
Dist. Maint. Supt.

CTK:mr
att:

8

17

5th

5th

Fullmer

Manary

Martin

?

65

10th St.

Baker

60

Shoulder

Line

Approx

55

Blk 63

1°CR
Δ=27°01'
T=1376.5

40

℄ of Highway

Edge of Pvmt

Shldr.

R/W Line

Proposed F.11

Lawn

Add.

2ND

LEVEN'S

11th

St.

VEN'S

2ND

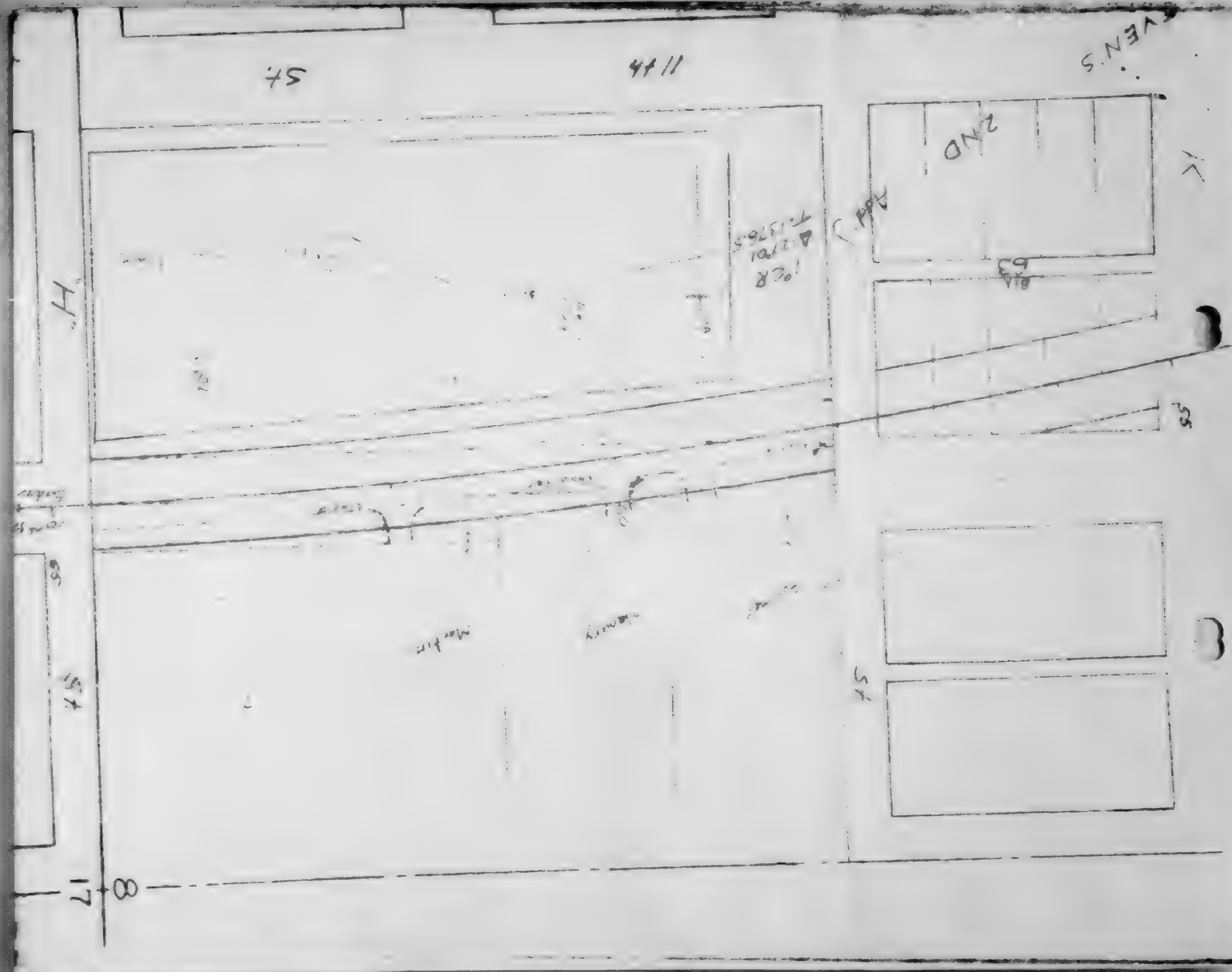
ST

ST

ST

8

17


45
44 11
2ND AVE N.
63
25
3
45
17
8

RECEIVED
JUL 1 : 1958
FOR FILING
DU 159 (9)
OREGON DISTRICT
5-27-14

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

401 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4

July 14, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DU-159(9)
"H" Street-Broadway Ave. (Baker)
Section, Old Oregon Trail Highway

Dear Sir:

We have today approved P. S. and E. documents, subject project. This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
JUL 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 9 - 1958
FOR FILING

July 9, 1958

Marcus P. Swan, City Recorder
City Hall
Baker, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of a Cooperative Construction Agreement between the State Highway Commission and the City of Baker covering the H St.-Broadway Avenue (Baker) Section on the Old Oregon Trail Highway in the City of Baker.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
JUL 9 - 1958
FOR FILING
Dll-15(1)
5274

MISC. CONTRACTS and AGREEMENTS No. 422

Salem, Oregon
July 9, 1958

Coop Construction Agreement
H St.-Broadway Ave.(Baker) Section
Old Oregon Trail Highway
City of Baker

Mr. C. G. Swenson
City & County Relations Dept. Engr.
O f f i c e

422

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a cooperative construction agreement with the City of Baker covering the H St.-Broadway Avenue (Baker) Section on the Old Oregon Trail Highway in the City of Baker.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Baker.

Secretary

rm
Attach: 1

FORM E-20 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1958

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Coop Construction Agreement
H St.-Broadway Avenue (Baker) Section
Old Oregon Trail Highway
City of Baker

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project is to be financed both with regular FAU funds and D funds. The FAU portion was approved by the Commission on 10/31/57 and the D portion on 5/8/58.

This completes assignment No. 472.

John D. Graham
John D. Graham
Office Engineer, County and City Relations

JDG:be
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 2 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-31-57 Min Page 54 and 5-8-58 Min Page 51
Secretary

FORM E30—60M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1958

SUBJECT: Cooperative Construction Agreement
H Street - Broadway Avenue
Baker Section
Old Oregon Trail Highway
City of Baker

To: Mr. G. S. Paxson
Assistant State Highway Engineer

O f f i c e

L

Attached herewith are six copies of the revised agreement regarding the above named subject.

R. A. Holland

R. A. HOLLAND
Staff Attorney

RAH:bk
Attach.

FORM E30—80M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10,1958

SUBJECT: Cooperative Construction Agreement
H Street - Broadway Avenue
Baker Section
Old Oregon Trail Highway
City of Baker

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are six copies of the above entitled agreement as requested by your letter of May 27, 1958.

We have received no copies of the exhibit map and would appreciate your letting us know when these arrive as one is needed for attachment to our file copy.

We have provided for the City's consent to a change in grade, if necessary, but have been informed by County-City that we are the ones who wish the project and have not, therefore, provided for any reimbursement from City in the event we have to pay on change of grade damages.

GLEN V. SORENSEN
Staff Attorney

GVS:mmb
Attachments
cc: L. I. Lindas

NOTED
C C SWANSON NOTED
JOHN D. GRAHAM

RECEIVED
JUN 10 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED

RECEIVED
JUL 3 - 1958
FOR FILING
011.54 (9)
2374

July 2, 1958

Mr. Marcus P. Swan
City Recorder
Baker, Oregon

Dear Mr. Swan:

Reference is made to our telephone conversation today concerning the $24,000 warrant which was deposited by the City as its contributive share toward the cost of widening the "H"-Broadway Avenue (Baker) Section of the Old Oregon Trail.

I have checked with our Accounting Division and find that the warrant was received in yesterday's mail and was deposited with the State Treasurer the same day. It, therefore, is too late for us to hold up payment of the same until July 15 as you requested. In the event that the check is returned by the bank N. S. F. we will ask the State Treasurer to hold it until July 15 and then try again.

I am sorry that we cannot comply with your request in the first instance.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
JUN - 1958
FOR FILING
OREGON DISTRICT
DU 154(9)
08-35.4

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DU-154(9)
"H" Street-Broadway Avenue (Baker)
Section, Old Oregon Trail Highway

Dear Sir:

We have today approved P. S. and E documents, subject project. This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

RECEIVED
JUN 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1958
FOR FILING

February 26, 1958

City of Baker
Baker
Oregon

Attention Mr. Robert M. Applegate

Gentlemen:

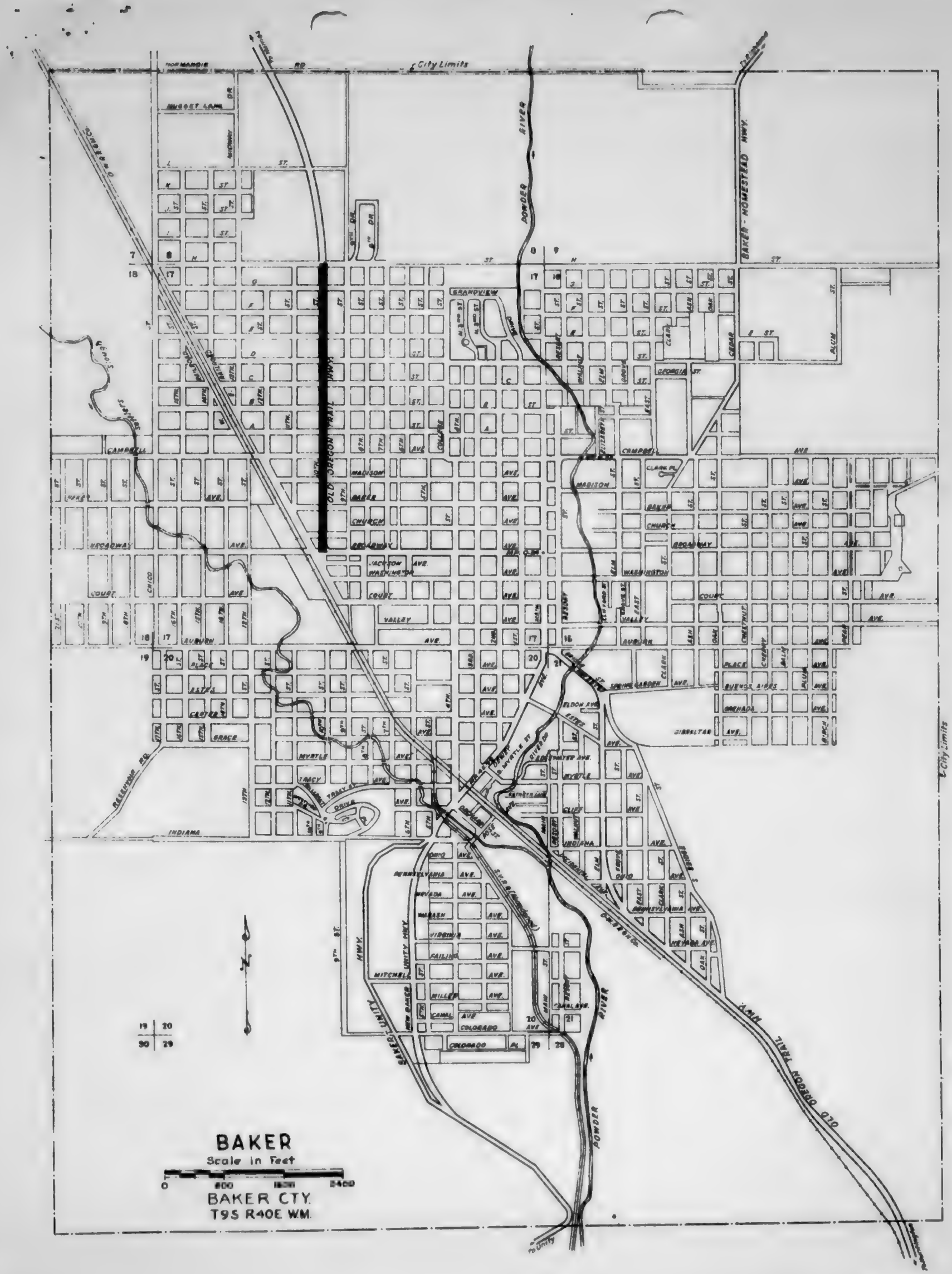
In reply to your letter of February 11, I am attaching two copies of a small-scale map and a cross section which indicates the work to be done under the contemplated improvement of Tenth Street in the city of Baker.

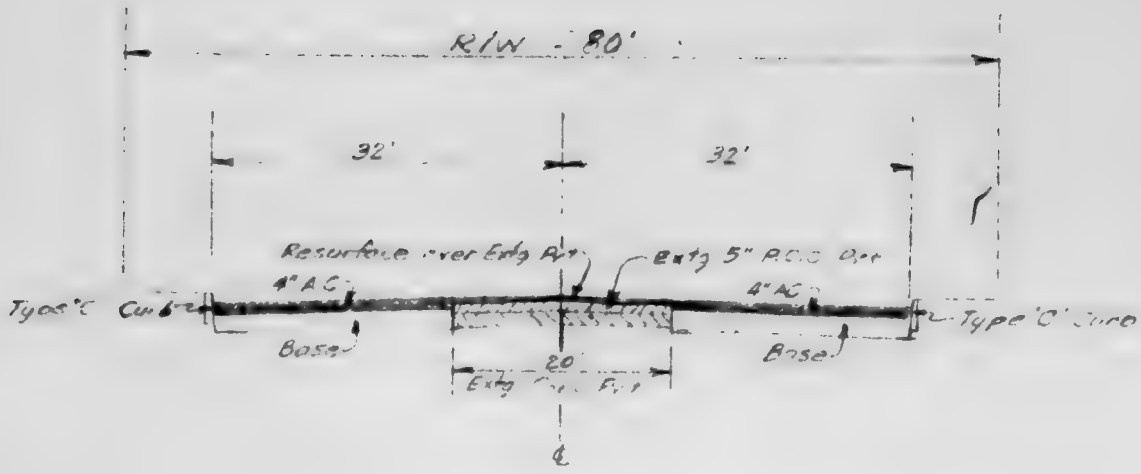
Very truly yours,

W. C. Williams
State Highway Engineer

Attach.
cc Mr. Forrest Cooper
Mr. H. B. Glaisyer

FC:me hi


City Limits
BAKER - HOMESTEAD HWY.
POWDER RIVER
OLD OREGON TRAIL HWY.
BAKER - UNITY HWY.
OLD OREGON TRAIL
BROADWAY
CAMPBELL AVE
MADISON
BAKER
CHURCH
COURT
VALLEY AVE
GRANDVIEW
GEORGIA ST
INDIANA
MITCHELL
COLORADO
BAKER
Scale in Feet
0 800 1600 2400
BAKER CTY.
T9S R40E W.M.
REV. 7-1-82



TYPICAL SECTION
10TH STREET - BAKER
H Street to Broadway Ave
Old Oregon Trail Highway
Baker County

RECEIVED
FEB 13 1958
FOR FILING

February 14, 1958

Mr. Robert M. Applegate
City Manager
Baker, Oregon

Dear Mr. Applegate:

I wish to thank you for your letter of February 11, 1958 advising that the City Council has acted favorably on the matter of contributing $24,000 toward the cost of improving Tenth Street in your city as outlined in my letter of January 24, 1958.

I shall be pleased to bring your letter to the attention of the members of the State Highway Commission. I note that you sent a copy of it to Mr. Williams, who I am sure will respond to your request for engineering data.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
cc: W. C. Williams

THE CITY OF BAKER

"The Friendly City on the Old Oregon Trail"

BAKER, OREGON

February 11, 1958

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

This will acknowledge your letter of January 24, 1958, in regard to the improvement of Tenth Street in our city.

This matter was brought before the Council at their regular meeting on February 10, 1958. The Council was very pleased to learn that the Commission had acted favorably upon the recommendation of the State Engineer and requested that I inform you that they are very agreeable to contribute $24, 000.00 toward the cost involved.

This matter has been discussed with the property owners involved on Tenth Street and they have agreed to share with the city in this cost. Consequently, we will initiate and start an improvement district immediately to raise our share of the money. This will, however, involve some time for publication and public hearings and normal legal processing. We will also need some sort of preliminary engineering planning from the State of the work to be accomplished. We would very much appreciate receiving this engineering data at your earliest convenience.

If there is any further information that you would need regarding this matter, please let me know.

Very truly yours,

Robert M. Applegate

RMA lf

Robert M. Applegate
City Manager

cc - W. C. Williams
State Highway Engineer
Salem, Oregon

RECEIVED
FEB 13 1958
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

FORM E-123X 50M 8-57

RECEIVED
FEB 1958
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
GEO. BRANDT
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

February 14, 1958

Mr. Robert M. Applegate
City Manager
Baker, Oregon

Dear Mr. Applegate:

I wish to thank you for your letter of February 11, 1958 advising that the City Council has acted favorably on the matter of contributing $24,000 toward the cost of improving Tenth Street in your city as outlined in my letter of January 24, 1958.

I shall be pleased to bring your letter to the attention of the members of the State Highway Commission. I note that you sent a copy of it to Mr. Williams, who I am sure will respond to your request for engineering data.

Respectfully yours

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
cc: W. C. Williams

RECEIVED
FEB 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

THE CITY OF BAKER

"The Friendly City on the Old Oregon Trail"

BAKER, OREGON

February 11, 1958

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

This will acknowledge your letter of January 24, 1958, in regard to the improvement of Tenth Street in our city.

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Very truly yours,

Robert M. Applegate

RMA lf

Robert M. Applegate,
City Manager

cc - W. C. Williams
State Highway Engineer
Salem, Oregon

RECEIVED

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
FEB 4 - 1958
FOR FILING

1/16/58
3 k

January 24, 1958

Mr. Robert M. Applegate
City Manager
Baker, Oregon

Dear Mr. Applegate:

You have had some correspondence with Mr. W. C. Williams, State Highway Engineer, regarding the improvement of 10th Street in your city. I particularly refer to your letter of November 27, 1957 and Mr. Williams' reply, dated December 3, 1957. In his reply Mr. Williams stated that it was his hope that more definite information could be sent to you after the meeting of the Highway Commission on December 5 and 6; however, the Commission did not act on the matter at that time.

The Engineer's report on the subject was rendered to the Commission at its meeting on January 16, 1958. It appears from the report that a delegation from Baker, headed by Mr. David Koester, who was then City Manager, appeared before the Highway Commission at a meeting held in October 1953 and tentatively agreed to cooperate in the cost of the proposed improvement to the extent of $24,000, being the estimated cost of the curb construction. The project did not materialize and later was deferred definitely because of lack of funds on the part of the State.

This proposed improvement was given very careful consideration by the members of the Commission, and I am pleased to inform you that the Commission upon recommendation of the Engineer accepted the original proposal of the City of Baker to contribute $24,000 toward the cost of the work and agreed to construct the project next year if the City is still willing to contribute $24,000 toward the cost involved. Please advise whether or not the City is agreeable to the project on such basis.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
JAN 13 1958
FOR FILING

January 13, 1958

Oregon State Highway Commission

Gentlemen:

In the additional one-year program approved by the Commission on October 11, one project authorized was the improvement of the Tenth Street Section of [illegible] in the city of Baker, for which $160,000 is allocated.

The City is quite anxious to know just what it is expected to do in the line of cooperation on this proposed improvement, and, while it does not now appear that we can let a contract until about the first of the year 1959, I think the City should be advised so that it can have its plans finalized.

I will review briefly the history of this requested improvement. In September, 1953, the City requested this improvement, and the Commission authorized the Engineer to confer with the City as to what cooperation the City could extend. At the October, 1953 meeting, a delegation from Baker, headed by the then City Manager, David Foster, appeared before the Commission and tentatively agreed to cooperate in the amount of $6,000, being the cost of curbs. The Commission took no action at that meeting but at a meeting in June, 1954 it was determined that the State did not have its necessary share of the project, and the matter was indefinitely deferred.

I would recommend that we advise the City of Baker that its original proposal is satisfactory and if the City will contribute $24,000 toward the cost of the project the State will proceed with the improvement work as soon as the necessary federal-aid funds have been authorized.

The matter will be on the agenda.

Very truly yours,

R. C. Williams
State Highway Engineer

WJK:hi
S/W. Probst
C.H. Maison

Salem, Oregon
January 3, 1958

Mr. W. C. Williams
State Highway Engineer
O f f i c e

Representative Clinton Haight, of Baker, was in my office this morning and stated that the City of Baker favored a proposal to widen Tenth Street from Broadway to "H" Street. He stated that the city officials were somewhat in doubt as to how to proceed and requested a letter from us making a definite proposal as to the basis of financing the project.

I explained to Mr. Haight that projects of this kind are ordinarily handled on a 75 per cent - 25 per cent basis and that the City sometimes financed its share by the Bancroft method.

I suggest a letter be sent to the City, which should include a preliminary cost estimate and the amount of money each party would pay, which would give it a definite proposal to work on. Mr. Haight stated that he believed the City wished to Bancroft the improvement and had in mind approximately $3.00 a front foot, which would appear to be somewhat light. However, the matter could be resolved by sending the City a definite proposal.

I informed Mr. Haight that the matter would be called to your attention for action.

Forrest Cooper
Deputy State Highway Engineer

FC:me

RECEIVED
DEC 4 1957
FOR FILING

December 3, 1957

Baker

Mr. Robert M. Applegate
City Manager
Baker, Oregon

Dear Mr. Applegate:

I am sorry that I am unable at this time to give you definite information as to what steps the City of Baker should take to gain a start next year on the improvement of 10th Street in Baker. This matter, however, will be discussed by the Highway Commission at its meeting in Portland this week, December 5 and 6, and I hope that we then may be able to advise you definitely.

Your letter brought up the question raised by an old-time resident when "He stated at that time the Highway Department had agreed if the city purchased the land and gave it to them as a right-of-way that they would pave the rest of 10th Street." This old-time resident has a fairly good memory, but he is somewhat mixed in his thoughts, as there was a definite agreement entered into between the City of Baker and the State Highway Commission on the 27th day of September, 1932. I feel quite certain that there is a copy of this agreement in the official files of the City of Baker, but for ready reference I am enclosing a copy of said agreement.

I call your attention to "OBLIGATIONS OF THE CITY OF BAKER", items 1 through 7, which are clearly set forth. You will note that under item 3 the City would be required to construct and maintain at its sole cost all necessary curbs, gutters, and additional pavement width. Under the present plan a very material portion of this agreement is being waived. Under item 4 the City was required to maintain 10th Street. Subsequent to the date of this agreement, the State Highway Commission was obligated by legislative statute to assume obligation for maintenance of city streets over which state highways are routed. This automatically relieved the City of the requirement for maintenance.

Under "OBLIGATIONS OF THE STATE OF OREGON", item 3, you will note, required the State to construct the pavement to a width of not less than 20 feet and, under item 4, to construct gravel or rock shoulders to a width of six feet.

I shall hope to have more definite information for you after the Commission meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Chas. H. Reynolds
Mr. Forrest Cooper
WCW:hl

THE CITY OF BAKER

"The Friendly City on the Old Oregon Trail"

BAKER, OREGON

November 27, 1957

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

I am enclosing a letter that I received November 6, 1957, from Clinton P. Haight, Jr. I believe the letter will serve to explain my reason for writing.

Since receipt of this letter Mr. Haight has returned to the city and on November 25, 1957, appeared before the Council to discuss with the Council this same proposition, the paving of 10th Street. The Council of the City of Baker, of course, is wholeheartedly in favor of this proposal. There was also at the meeting a good percentage of the property owners of 10th Street who also expressed the opinion that they were highly in favor of the paving of 10th Street.

The city, of course, has received no official correspondence from the State Highway Department concerning this matter. In fact, you may say that we are operating at this time strictly on a hearsay basis. Consequently, we do not know exactly what is necessary to initiate such a project. The Council has expressed a willingness to legally declare 10th Street an improvement district and hold the necessary public hearings to insure the Highway Department that the property owners on 10th Street would pay their share of any costs involved. Of course, before we could do this we would need a set of plans showing the boundaries of the improvement district, costs, etc.

The question was also raised as to whether the City's share would have to be raised beforehand and placed as a lump sum with the State Highway Department or whether the project would operate as any other street improvement in which the assessment district is formed and the assessment rolls are made after the project is complete.

There was also a question raised at last evening's meeting by an old-time resident of 10th Street who stated that he can remember in the early 30's when the Highway Department signed an agreement with the city concerning the rounding of the corner at Broadway and 10th. He stated at that time the Highway Department had agreed if the city purchased the land and gave it to them as a right-of-way that they would pave the rest of 10th Street.

I personally never cease to be amazed at the long memories that some people possess nor the persistence with which they will hang onto some technicality, but nevertheless this type of question will have to be answered by the city at public hearings and I was wondering if you could check back through your files to give us a true story on this matter.

I trust this will give us some basis for starting this project and I would like to express my sincere appreciation for the efforts of the Highway Department on behalf of the City of Baker and if there is anything I can personally do to expedite this matter, I would be more than willing to do so. I believe this project will be of tremendous value to the city of Baker and I am sure that we will receive the fullest support of all the citizens involved.

Very truly yours,

Robt M. Applegate

Robert M. Applegate
City Manager

RM A lf

Enc.

CLINTON P. HAIGHT, JR.
BAKER, OREGON

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

Nov. 6, 1957

Mr. Bob Applegate,
City Manager,
Baker, Oregon.

Dear Bob:

I talked with "Dutch" Williams this morning about the $160,000 that the highway commission has budgeted for 10th street.

He tells me that the commission expects the city to participate to the tune of about $3.00 per frontal foot. This means about $24,000.

He advised me that we should get together soon so that the program can be set up this winter and the contract let for 1958 construction in spring or early summer.

If there are any matters that you would like me to attend to for the city while I am here I will be glad to do what I can.

Sincerely,
Clinton P. Haight Jr
Clinton P. Haight, Jr.

cph/ih

RECEIVED
JUL 8 1957
FOR FILING

Baker

July 8, 1957

Mr. Robert M. Applegate
City Manager
City of Baker
Baker, Oregon

Dear Mr. Applegate:

This relates to our discussion of June 28 in Pendleton concerning improvement of 10th Street in Baker.

I find upon my return that Mr. Williams has already replied to your earlier letter concerning this question, and that all pertinent information is given.

If further question should arise regarding this or other matters, please do not hesitate to contact us.

Very truly yours,

W. C. Williams
State Highway Engineer

By: Gene Huntley, Director
Personnel and Public Relations

GH:sp

RECEIVED
JUL 5 1957
FOR FILING

July 3, 1957

Baker

Mr. Robert M. Applegate
City Manager
City of Baker
Baker, Oregon

Dear Mr. Applegate:

In reply to your letter of June 21, I wish to advise that the Highway Commission has not, at this time, programmed any work on Tenth Street, although the Commission in its tentative five-year program has under consideration the allocation of $135,000 for the State's share of the Tenth Street improvement. Only the first two years of the tentative five-year program have been officially approved.

Ordinarily, in any improvements of this kind, where curbs, gutters, and drainage are involved, the Commission asks the local authorities to contribute 25 per cent of the cost. While no surveys have been made and definite estimates compiled, I believe that the project from Broadway to "H" Street, a distance of twelve blocks, would cost approximately $165,000. This is based on a 64-foot curb-to-curb improvement, which would allow for an eight-foot parking area on each side and four lanes of traffic.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:fn hi

THE CITY OF BAKER

"The Friendly City on the Old Oregon Trail"

BAKER, OREGON

June 21, 1957

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Williams:

A group of business men in Baker have become interested in the future development of Tenth Street (U.S. 30) from Broadway to the city limits. This group has now reconciled themselves to the fact that the highway will be changed at some later date but now feel that they should make every effort to improve Tenth Street and get it solidly established as a business area before this change takes place. They have indicated a desire to widen, install curbs and pave full width. They also intend to ask the city to install adequate lighting.

My purpose in writing you is to gain any information that I can relative to your plans for improvement of this particular street in the immediate future. This group as yet has not been before the Council nor have they started to circulate improvement district petitions but in talking to them I gather that they are planning some improvement for next year. Consequently, any plans the Highway Department may have for next year or any of the following years for this particular street would be of extreme importance before starting improvement districts.

This group has mentioned that there was a newspaper article sometime last fall indicating that the Highway Commission was planning to spend a sum in the neighborhood of $100,000 for the

widening of Tenth Street in connection with a one-way couplet of Main and Resort. There were no details as to how extensive this program was to be but this group feels that they would like to request, if possible, that this widening on Tenth Street be given consideration for the next construction season and they will take the pavement on out to what they consider a full width (possibly 50 feet), and work towards getting the gutter and storm sewer established. They would also then come before the city and ask for adequate lighting.

I believe this will give you the full background as I have it so far and will also indicate what type of information I would like to have from the Highway Department if it is possible to obtain it.

Very truly yours,

Robert M. Applegate

RMA lf

Robert M. Applegate
City Manager

cc - Mr. Clinton Haight, Jr.
Chairman, Tenth Street Improvement Association
2533 Tenth Street
Baker, Oregon

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

I-5-3(4)124 Fairgrounds Interchange 1958
I-78(36) (Roseburg) Rdside.
#5275 Improvement Proj.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 30, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5275	5 Final	Rich & Sons Nursery	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2184	H235166	$ 500.00	1-30-59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 65 workdays from Aug. 11, 1958

Time Extensions: None

Completion Date: Nov. 17, 1958

Date Accepted: Dec. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Feb. 2, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Hoyd Ewing
~~H. B. Glaisyer~~
Secretary

Warrant Mailed:

FEB -2 1959

NOTED ON CARD

RECEIVED
JAN 26 1959
FOR FILING

Jan. 23, 1959

CERTIFIED MAIL

Anchor Casualty Co.
Saint Paul 14
Minnesota

Gentlemen:

State Highway Contract No. 5275, for roadside improvement on the Fairgrounds Interchange (Roseburg) Section of the Pacific Highway in Douglas County was completed by the contractor, Rich & Sons Nursery, on Nov. 17, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $500.00 will be released to the contractor on or after Feb. 2, 1959. The total contract amount is $10,010.11, of which amount $98.56 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Bourland Insurance Agency
1900 Fairgrounds Road
Salem, Oregon

RECEIVED
JAN 1 - 1959
FOR FILING

(4) 134
T 78 (...)
5275

Dec. 31, 1958

Anchor Casualty Co.
Saint Paul 14
Minnesota

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rich & Sons Nursery in connection with Contract No. 5275, for roadside improvement on the Fairgrounds Interchange (Roseburg) Section of the Pacific Highway in Douglas County.

This payment, in the amount of $1,522.84, will be released to the contractor on or after Jan. 10, 1959. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head
Ass't. Secretary

cm

cc: Bourland-McIlhiney Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

NOTED ON CARD
cm

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

I 5 3(4)124
I-78(36)
5275

Field Engineer's Weekly Report No. 18

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 13, 1958

Section Fairgrounds Interchange (Roseburg)

Kind of work Roadside Improvement

Highway Pacific County Douglas

Section prefix 10-1049

Contractor Richand Sons Nursery

Contract number 5275

Date of contract July 31, 1958

Specified work days 65

Date work started August 18, 1958

Work days used 55

Project authorization . . . . . $ 15,710.63
Exclusive of engineering . . . . $ 14,594.43

Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 10,012.26

Estimated per cent overrun or underrun . . . . . 31.4 %

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . $ 1,117.20

Engineering cost to date $ 1085.00, 97 %

Date project was completed Nov 17, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate for this project submitted to the Division office on Dec. 9 th.

This is final weekly report for this project.

Noted
M. N. Juve

NOTED

CONSTRUCTION DIVISION
RECEIVED
DEC 15 1958
NOTED- E W B R
COE ACE ACE COE

NOTED
C. E. PAULSEN

Signed John R. Hagedorn

Address Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

EQUIPMENT TIME
HOURS

	CURBING	SURFACING	TREES MAINTENANCE MATERIALS	SHRUBS ORNAMENTAL BITUMINOUS MACADAM	VINES CURBING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	700		43	122	1,470
Total quantities corrected to date	400		43	124	1,452
Estimated quantities moved or placed to date	400		43	124	1,452
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cldy		
Tuesday	Cldy		
Wednesday	Cldy		
Thursday	Rain		
Friday	Cldy		
Saturday			

RECEIVED
DEC 2 1958
FOR FILING

I-5-3(4)124
I-78(36)
5275

December 1, 1958

Mr. C. G. Falk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - Roadside Improvement
Fairgrounds Interchange
So. Umpqua-Fairgrounds Section
Pacific Highway
Contract No. 5275, FAP No. I-5-3(4)124
(I-78(36))

Dear Sir:

The roadside improvement contract for the subject job was completed by the contractor and accepted for the State on November 17, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Staff Engineer

bc Mr. I. A. DeFrance
Mr. M. H. Astrup
Mr. F. D. Morgan

Effective as of the date of acceptance the maintenance of this project is the State's responsibility.

RECEIVED
NOV 20 1958

FOR FILING

I 5-3(4)124
I 78(36)
5275

RECEIVED
NOV 19 1958
LEGAL DEPT.

OREGON STATE HIGHWAY DEPARTMENT

Notification of Commencement and Completion Dates for Contract Projects

Section Fairgrounds Interchange (Roseburg) Contract No. 5275 ~~I-5-3(4)124~~

Kind of Work Roadside Improvement F. A. Project No. I-78(36)

Highway Pacific Date of Award of Contract July 31, 1958

County Douglas Specified Work Days 65

Contractor Rich & Sons Nursery Work Days Start Aug. 11, 1958

First Notification:

Commencement date .....

BPR
EAP
EM

Second Notification:

Completion date Nov. 17. 1958 ✓ Work Days Used 55

Estimate of date on which contractor will complete the removal of equipment and plant and the cleaning up of the site .....

Third Notification:

Date on which contractor completed the removal of equipment and plant and the cleaning up of the site Nov. 17. 1958

Date Nov. 18. 1958

John R. Hagedorn
Resident Engineer

Instructions: Use this form for reporting first, the date on which work under the contract is commenced; second, the date on which the work is completed, and third, the date on which the removal of plant and the cleaning up of the site is completed. Each date is to be reported as soon as it becomes known. Report second and third notifications on the same form when occurring simultaneously. Each report is to be made in triplicate. The original copy is to be sent to the Office Engineer or the Bridge Engineer at Salem. The duplicate copy is to be sent to the Division Engineer. The triplicate copy is to be retained by the Resident Engineer.

State Printing 96911

RECEIVED
SEP 17 1958
FOR FILING

When replying, refer to
08-35.2

September 9, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Fairgrounds Interchange
Roseburg, Douglas County

Dear Sir:

The plan for removing the frontage road connection from the southbound on-ramp and connecting it directly opposite the separation structure as shown on the print attached to your August 21 letter has considerable merit. We will recommend favorable action on the program approval when forwarded to the Regional office for action.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to Edwards
Copy to SNP

RECEIVED
SEP - 1958
FOR FILING

Monthly Transaction No. 9-78

Project Report No. F-[illegible]3(4)124
4

Form [illegible]-2 (9-1[illegible]-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Douglas

Project No. I-5-3(4)124
Old I-78(36)

5215

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini: **Fairgrounds Road Interchange (Roseburg) on U.S. 99**

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	8-15-57	0.303
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 15,362.00	$ 14,100.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By [signature]

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer September 8, 1958

USComm-DC 40257

September 4, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Fairgrounds Interchange (Roseburg) Section, Project No. I-5-3(4)124.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:maj

September 4, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Fairgrounds Interchange (Roseburg) Section, Project No. I-5-3(4)124.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

August 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Fairgrounds Interchange (Roseburg) Section, Project No. I-5-3(4)124; Old I-78(36).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:maj

Oregon State Highway Department

Federal Aid
Project No. I-5-3(4)124
(Old) L-78(36)

FAIRGROUNDS INTERCHANGE (ROSEBURG) SECTION OF

THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 19, 1958

Type Code 2005
Roadside Improvement (Sta. 2606/00 to Sta. 2622/00)(Contract No. 5275)

Blade Grader	200 hours	$ 13.50	$ 2,700.00
Tractor and Dozer	200 hours	13.00	2,600.00
Front End Loader	100 hours	12.00	1,200.00
Dump Trucks	200 hours	8.50	1,700.00
8-inch Metal Drain Pipe	70 lin.ft.	3.00	210.00
8-inch Perforated Metal Drain Pipe	300 lin.ft.	3.00	900.00
Special Backfill in Drains	24 cu.yds.	3.00	72.00
18-inch Concrete Pipe	110 lin.ft.	5.00	550.00
Concrete Catch Basins	3 only	75.00	225.00
Furnishing and Planting Trees	45 only	7.00	315.00
Furnishing and Planting Shrubs	135 only	2.50	337.50
Furnishing and Planting Vines	1,600 only	.50	800.00
Seeding Roadside Areas	5 acres	300.00	1,500.00
Grass Seed, Creeping Red Fescue	70 lbs.	.65	45.50
Grass Seed, Dutch White Clover	25 lbs.	1.00	25.00
Grass Seed, Highland Bent	45 lbs.	1.00	45.00
Grass Seed, Kentucky Blue	45 lbs.	1.00	45.00
Grass Seed, Perennial Rye	60 lbs.	.25	15.00
Organic Fertilizer, 5-3-2	6 cwt.	5.00	30.00
Inorganic Fertilizer, 10-16-8	20 cwt.	5.00	100.00
Sawdust	30 units	15.00	450.00
			$ 13,865.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
	Subtotal		$ 13,965.00
	10% Engr. & Cont.		1,396.50
	Total		$ 15,361.50

Length of Project . . . . . 0.303 Mile
Cost Improvement Per Mile $50,698.02

Federal Funds.....	$14,100.00
State Funds	1,261.50
	$15,361.50

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-78(36)

FAIRGROUNDS INTERCHANGE (ROSEBURG) SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon August 9, 1957

Type Code Y005
Roadside Improvement (Sta. 2606+00 to Sta. 2622+00)

Blade Grader	200 hours	$ 12.50	$ 2,500.00
Tractor and Dozer	200 hours	12.50	2,500.00
Front End Loader	100 hours	15.00	1,500.00
Dump Trucks	200 hours	6.50	1,300.00
8-inch Metal Drain Pipe	70 lin.ft.	2.85	199.50
8-inch Perforated Metal Drain Pipe	300 lin.ft.	3.10	930.00
Special Backfill in Drains	24 cu.yds.	6.00	144.00
18-inch Concrete Pipe	110 lin.ft.	5.00	550.00
Concrete Catch Basins	3 only	100.00	300.00
Furnishing & Planting Trees	45 only	6.00	270.00
Furnishing & Planting Shrubs	135 only	3.25	438.75
Furnishing & Planting Vines	1,600 only	0.35	560.00
Seeding Roadside Areas	5 acres	175.00	875.00
Grass Seed, Creeping Red Fescue	70 lbs.	0.90	63.00
Grass Seed, Dutch White Clover	25 lbs.	0.65	16.25
Grass Seed, Highland Bent	45 lbs.	0.90	40.50
Grass Seed, Kentucky Blue	45 lbs.	1.20	54.00
Grass Seed, Perennial Rye	60 lbs.	0.40	24.00
Organic Fertilizer, 5-3-2	6 cwt.	5.50	33.00
Inorganic Fertilizer, 10-16-8	20 cwt.	5.50	110.00
Sawdust	30 units	15.00	450.00
			$12,858.00
Flagging (57½ of Contractor's Cost) All Required			100.00
		Subtotal	$12,958.00
		10% Engr. & Cont.	1,295.80
		Total	$14,253.80

Length of Project. . . . . 0.303 mile
Cost Improvement per mile. . . . $47,042.24

Federal Funds.	$13,100.00
State Funds.	1,153.80
	$14,253.80

I-47

Oregon State Highway Department

Federal Aid
Project No. I-78(36)
(now) I-5-3(4)142

FAIRGROUNDS INTERCHANGE (ROSEBURG) SECTION OF

THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, July 8, 1958

Type Code Y005
Roadside Improvement (Sta. 2606+00 to Sta. 2622+00)

Blade Grader	200 hours	$ 12.50	$ 2,500.00
Tractor and Dozer	200 hours	15.00	3,000.00
Front End Loader	100 hours	15.00	1,500.00
Dump Trucks	200 hours	7.00	1,400.00
8 Inch Metal Drain Pipe	70 lin. ft.	2.85	199.50
8 Inch Perforated Metal Drain Pipe	300 lin. ft.	3.00	900.00
Special Backfill in Drains	24 cu. yds.	7.00	168.00
18 Inch Concrete Pipe	110 lin. ft.	5.00	550.00
Concrete Catch Basins	3 only	100.00	300.00
Furnishing and Planting Trees	45 only	6.00	270.00
Furnishing and Planting Shrubs	135 only	3.25	438.75
Furnishing and Planting Vines	1,600 only	0.40	640.00
Seeding Roadside Areas	5 acres	175.00	875.00
Grass Seed, Creeping Red Fescue	70 lbs.	0.90	63.00
Grass Seed, Dutch White Clover	25 lbs.	0.70	17.50
Grass Seed, Highland Bent	45 lbs.	0.90	40.50
Grass Seed, Kentucky Blue	45 lbs	1.20	54.00
Grass Seed, Perennial Rye	60 lbs	0.40	24.00
Organic Fertilizer, 5-3-2	6 cwt	6.00	36.00
Inorganic Fertilizer, 10-16-8	20 cwt	6.00	120.00
Sawdust	30 units	15.00	450.00
			$13,546.25
Flagging (57½ of Contractor's Cost)	All Required		100.00
	Subtotal		$13,646.25
	10% Engr. & Cont.		1,364.62
	Total		$15,010.87

Length of Project 0.303 Mile
Cost Improvement Per Mile $49,540.82

Federal Funds	$13,800.00
State Funds	1,210.87
	$15,010.87

RECEIVED
FOR FILING

I-5-3(4)124
I-78(36)7
5275

August 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Fairgrounds Interchange (Roseburg) Section of the Pacific Highway in Douglas County, Contract No. 5275, in connection with Federal Aid Project No. I-5-3(4)124 [I-78(36)7].

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
AUG 26 1958

FOR FILING

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT S. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 26, 1958

Rich & Sons Nursery
Rt. 1
Hillsboro, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5275, awarded July 31, 1958, for roadside improvement on the Fairgrounds Interchange (Roseburg) Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 21 1958
FOR FILING

August 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 18, 1958, on Contract No. 5275, Fairgrounds Interchange (Roseburg) Section, in Douglas County, in connection with Federal Aid Project No. I-5-3(4)124, [I-178(36)].

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

RECEIVED
FOR FILING
5275

August 4, 1958

Rice & Son Nursery
Route 4
Hillsboro, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 5275 for roadside improvement project at Fairgrounds Interchange on the Pacific Highway at Roseburg in Douglas County.

This award was based on your bid of $13,865.00, which was the low bid submitted to the Commission on July 29, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Mark Astrup

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED

File Project

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-0

I 78(36)
5275

July 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5275 for Oregon Project I-5-3(4)124 (Old I-78(36), Fairgrounds Interchange (Roseburg) Section of the Pacific Highway, to Rich and Sons Nursery of Hillsboro, Oregon, low bidder in the amount of $13,865.00 at the July 29, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
AUG 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 16 1958
FOR FILING
I 5-3(4)124
OREGON DISTRICT
I 78 (36)
5275

08-35.4

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 14, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project I-5-3(4)124, old I-78(36), Fairgrounds Interchange (Roseburg) Section of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

RECEIVED
JUL 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1958
FOR FILING

I-5-3(4)124
I-78(36)
5275

U. S. DEPARTMENT OF LABOR
OFFICE OF THE SOLICITOR

Appraisers Building - room 304
630 Sansome Street
San Francisco 11, California

June 25, 1958

Forrest Cooper
Deputy State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Re: Wage Determination
Oregon FA
Project I-5-3(4) 124
I-78(36)
Fairgrounds Interchange Roseburg
Section Pacific Highway (US 99)
Roadside Improvement, Roseburg,
Douglas County, Oregon

Dear Sir:

We note that the form DB-11(a) submitted June 23, 1958. did not contain a request for the classification "general laborers, unclassified." We believe such omission was an oversight, and have asked our national office to include such classification in the determination to be issued.

Yours very truly,

KENNETH C. ROBERTSON,
Regional Attorney.

Orig to SHP

RECEIVED
JUN 25 1958
FOR FILING

I-5-3(4)124
I-78(36)
527E

June 23, 1958

Office of the Solicitor
U. S. Dept. of Labor
307 Appraisers Bldg.
630 Sansome St.
San Francisco 11, Calif.

Attention: Mr. Kenneth C. Robertson,
Regional Attorney

Gentlemen:

We submit herewith a request for determination of wage rates for the following project on the Interstate Highway System:

Kind of Work	Section	Project No.
Roadside Improvement	Fairgrounds Interchange (Roseburg)	I-5-3(4)124 [I-78(36)]

For your information, we are enclosing a copy of our schedule of contract lettings, which will show our tentative plans for future contracting of Federal Aid Interstate Projects.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

AB:bb

Encl.

cc: C. C. Falk

S-262(2) Burns Jct.-W. Fork, Silvies 1958
DS-262(3) River Sec. of Frenchglen Hwy.
#5276 (Grading & Oiling)

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 13, 1959

(CONTRACT NO.) 262(3) (EST. NO.) (CONTRACTOR)

5276	8 Final	C. E. Lesseberg	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27591	94296	$ 3,712.38	11-12-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 130 workdays from August 11, 1958

Time Extensions: None of record

Completion Date: July 15, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: November 13, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV 16 1959

NOTED ON G...
LC

RECEIVED
OCT 29 1959
FOR FILING

5276

October 28, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5276 for grading-oiling the Burns Jct.-West Fork Silvies River Section of the Frenchglen Secondary Highway in Harney County was completed by the contractor, C. E. Leseberg, on July 15, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $3,712.38 will be released to the contractor on or after November 9, 1959. The total contract amount is $123,745.99, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
SEP 29 1959
FOR FILING

September 28, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. E. Lasseberg on contract #5276 for grading-oiling the Burns Jct.-West Fork Silvies River Section of the Frenchglen Secondary Highway in Harney County.

This payment, in the amount of $639.78 will be released to contractor on or after October 8, 1959. The retained percentage is $3,712.38.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
AUG 17 1959
FOR FILING

August 17, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to C. E. Lesseberg a portion of the funds heretofore retained by the Commission on contract #5276, for grading-oiling the Burns Jct.-West Fork Silvies River Section of the Frenchglen Secondary Highway in Harney County.

This payment, in the amount of $15,240.35, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,692.59. The present payment will be released on or after August 27, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUL 21 1959
FOR FILING

July 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 15, 1959, on Contract No. 5276, Burns Jct.-West Fork, Silvies River Section, in Harney County, in connection with Federal Aid Project Nos. S-262(2) and DS-262(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
cc: Clarence C. Swenson

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 17, 19 59

Section Burns Junction-West Fork Silvies River

Highway Crenshgien County Harney

Contractor [illegible]esaberg

Date of contract July 31, 19 58

Date work started August 20, 19 58

Project authorization . . . . . $ 158,594.06

Exclusive of engineering . . . . $ 147,316.66

Kind of work Grading and Oiling

Section prefix 113-1038

Contract number 276

Specified work days 130

Work days used 102

Per cent of time elapsed 78.4 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 14,000.00

Estimated per cent overrun or underrun . . . . . 13.6 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 11,277.80

Engineering cost to date $ 11,900, 105.5 %

Date project was completed July 15, 19 59

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Blade and operator worked on this project until wednesday of this week, maintaining oil mat. and in doing cleanup work.

Mr. Jensen Bureau of Public Roads inspected completed project on Thursday afternoon and signified his acceptance of the project.

CONSTRUCTION DIVISION
RECEIVED
JUL 20 1959
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

NOTED
C E PAULSEN

Signed L. C. Johnson

Address 252 Santa Anita Burns

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.08	6.08		6.12	
Miles partially completed					
Miles completed	6.08	6.08		6.12	
Total estimated quantities (contract)	16,500	64,800		5280 ton agg 500 tons	
Total quantities corrected to date	14,900	40,786		6004 ton agg 427.42 tons	
Estimated quantities moved or placed to date	14,900	40,786		6004 427.42	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week				1	
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ...1...., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"	0	
Tuesday	"	0	
Wednesday	"	0	
Thursday	"		
Friday	"		
Saturday	"		

Total 5276

RECEIVED
SEP 22 1958
HIGHWAY FILING

Form 2 (9-1[illegible])

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Montana Transaction No.

Project Report No. 1

S-262(2)

5276

State: Oregon

County: Harney

Project No.: S-262(2)

FEDERAL-AID PROJECT AGREEMENT

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Junction F.A.S. Route 457, south approximately 6 miles. (Burns Jct.-West Fork Silvies River Section) on State 140.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	6-24-58	5.170
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 131,742.00	$ 81,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. O. Polk
Division Engineer

Date executed by Division Engineer September 22, 1958

USComm-DC 40257

September 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Burns Jct.-West Fork Silvies River Section, Project No. S-262(2).

Very truly yours,

M. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:lmw

September 3, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Burns Junction - West Fork Silvies River Section, Project No. S-262(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. ... Paxson
Assistant State Highway Engineer

DBP:maj

FORM E-122-X 25M 8-56

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Burns Junction - West Fork Silvies River Section, Project No. S-262(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-262(2)

HYDE JUNCTION-WEST FORK SILVER RIVER SECTION

OF THE PRINCIPAL HIGHWAY IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 20, 1958

Type Code 5231
Roadway (Sta. 50+00 to Sta. 323+00) (Contract No. 5276)

Drainage Excavation, Unclassified	120	cu. yds.	$ 1.50	$ 180.00
Embankment in Place	14,400	cu. yds.	.90	12,960.00
Finishing Roadbed and Slopes	5.15	Miles	500.00	2,575.00
24-inch Corrugated Metal Pipe	190	lin. ft.	6.50	1,235.00
43-inch Arch Type Corrugated Metal Pipe	146	lin. ft.	14.00	2,044.00
Selected Cinder Topping	46,400	tons	.80	37,120.00
3/4" - 0 Material in Leveling Course	8,500	tons	2.65	22,525.00
Sprinkling	900	M-gals.	2.00	1,800.00
Preparation of Base	5.15	miles	200.00	1,030.00
3/4" - 0 Material in Binder Course	860	tons	3.50	3,010.00
Furnishing and Placing Aggregates	3,600	tons	3.50	12,600.00
MC-2 Asphalt	105	tons	50.00	5,250.00
120-150 Asphalt	245	tons	49.25	12,066.25
RS-1 Asphalt	70	tons	51.00	3,570.00
				$117,965.25
Adjustment of Bridges	All	Required		1,400.00
Flagging (57½ of Contractor's Cost)	All	Required		400.00
			Subtotal	$119,765.25
			10% Engr. & Cont.	11,976.53
			Total	$131,741.78

Length of Roadway	5.152 Miles
Length of 2 Structures	0.018 Mile
Total Length	5.170 Miles
Cost of Roadway per Mile	$25,571.00

Federal Funds	$ 81,500.00
State Funds	50,241.78
	$131,741.78

State Funds for Const.: Chap. 175, Laws 1917, Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
AUG 29 1958
FOR FILING

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 29, 1958

5276

C. E. Lesseberg
201 Reece Ave.
Kyssa, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5276, awarded July 31, 1958, for grading and oiling on the Burns Junction-W. Fork Silvies River Section of the Frenchglen Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED

FOR FILING

August 25, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 21, 1958, on Contract No. 5276, Burns Junction-West Fork Silvies River Section, in Harney County, in connection with Federal Aid Project Nos. S-262(2), DS-262(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mj

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-262(3)

5276

MEHL JUNCTION-WEST FORK SILVIES RIVER SECTION OF THE BURNS-ICE HIGHWAY IN HARNEY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code 5231
Roadway (Sta. 0+10 to Sta. 50+00) (Contract No. 5276)

Embankment in Place	2,100 cu. yds.	$ .90	$ 1,890.00
Finishing Roadbed and Slopes	0.93 mile	500.00	465.00
Selected Cinder Topping	8,400 tons	.80	6,720.00
3/4" - 0 Material in Leveling Course	1,500 tons	2.65	3,975.00
Sprinkling	160 M-gals.	2.00	320.00
Preparation of Base	0.93 mile	200.00	186.00
3/4" - 0 Material in Binder Course	160 tons	3.50	560.00
Furnishing and Placing Aggregates	660 tons	3.50	2,310.00
MC-2 Asphalt	20 tons	50.00	1,000.00
120-150 Asphalt	45 tons	49.25	2,216.25
RS-1 Asphalt	15 tons	51.00	765.00
			$20,407.25
Adjustment of Bridge			700.00
Flagging (57½ of Contractor's Cost)	All Required		100.00
		Subtotal	$21,207.25
		10% Engr. & Cont.	2,120.73
		Total	$23,327.98

Length of Roadway	0.932 Mile
Length of 1 Structure	0.013 Mile
Total Length	0.945 Mile
Cost of Roadway per Mile	$25,030.02

Federal "DS" Funds	$17,400.00
Federal "LS" Funds	3,600.00
State Funds	2,327.98
	$23,327.98

State Funds for Const.: Chap 175, Laws 1917; Chap 31, Laws 1920; Chap 529, Laws 1939

State Funds for Maint.: Chap 529, Laws 1939.

RECEIVED
AUG 1 1958
FOR FILING
5276

August 1, 1958

C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 5276 for grading and oiling on Burns Junction-West Fork Silvies River Section of the Frenchglen Highway in Harney County.

This award was based on your bid of $138,372.50, which was the low bid submitted to the Commission on July 29, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
Harold C. Ayers

July 29, 1958

Hon. C. W. Craddock
Harney County Judge
Courthouse
Burns, Oregon

NOTED
V. R. JONES

(FAS 450)

NOTED
John F. Hagemann

Dear Judge Craddock:

Enclosed for your information is a copy of the plans and specifications for the Burns Junction-West Fork Silvies River Section of the Frenchglen State Highway. A satisfactory bid was received from C. E. Leseberg of Nyssa on July 29. The estimated total cost based on the low bid received is $158,600.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

LEE WILLIAMS
Commissioner

C. W. CRADDOCK
County Judge

JACK DRINKWATER
Commissioner

County Court *for* Harney County

BURNS, OREGON

June 19, 1958

NOTED
Harold C. Ayers

Oregon State Highway Commission
Salem, Oregon

Att: C. G. Swenson
County & City Relations Engineer

Gentlemen:

By this letter the Harney County Court authorizes the Oregon State Highway Commission to utilize all the DS Federal funds allocated Harney County under the county FAS policy and procedure presently in force in Oregon towards the total cost of constructing the North Unit, Burns-Wrights Point section of the Frenchglen State Highway, FAS 450.

Very truly yours,

HARNEY COUNTY COURT

C. W. Craddock
Judge

Commissioner

Jack Drinkwater
Commissioner

CWC/ih

RECEIVED
JUN 20
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. G. SWENSON

RECEIVED
JUN 20 1958
ENGINEER
COUNTY & CITY RELATIONS

PROPOSED PROJECTS (County DS Funds) June 9, 1958

County	FAS Hwy. No.	Section and Description	Programmed Amount
Baker	511	Eagle Creek Bridge, structure only.	$ 23,000
Clackamas	122 810	Shipley (Tualatin River) Bridge) Little Clear Creek & Clear Creek Bridges (2)) ... (Substitution of DS funds for regular FAS funds on projects approved by Highway Commission 5/8/58)	$ 91,000
Columbia	816	Milton Creek (St. Helens) Bridge (Substitution of DS funds for regular FAS funds on project approved by Hwy. Comm. 2/27/58)	$ 35,000
Coos	252	North Fork Coquille River (Fairview) Bridge, structure only.	$ 43,000
Curry	876 878	Crook Creek Bridge, structure only) Edson Creek Bridge, structure only)	$ 17,000
Deschutes	658 691 778 784 792	Eby Road Section 1 mile) East Unit, Ward Road Section 1.4 ") Wimp Road Section 1 ") Oiling Bailey Road Section 1.1 ") Tweed Road Section 2 ") (Supplementing regular FAS funds with DS funds on projects approved by Hwy. Comm. 2/27/58)	$ 29,000
Douglas	800	Garden Valley Road Section, 0.6 mile. G & P.	$ 61,000
Gilliam	441	Lonerock Creek Bridge. (Substitution of DS funds for regular FAS funds on project approved by Hwy. Comm. on 1/16/58)	$ 18,000
Grant	453	South Fork John Day River Section, grading. (Supplementing regular FAS funds with DS funds on project approved by Hwy. Comm. 5/16/57)	$ 21,000
Harney	450	North Unit, Burns-Wright Point (state hwy.) sec. (Transfer of DS funds to state highway project as requested by county and approved by Hwy. Comm. on 5/8/58)	$ 25,000
Klamath	430	Lost River (Langell Valley) Bridge. (Substitution of DS funds for regular FAS funds on project approved by Hwy. Comm. 5/8/58)	$ 41,000
Lake	699	Bates Slough Bridge, structure only.	$ 27,000
Lane	210	McKenzie River Overflow Bridges (3).	$ 95,000

Comm. approved 6-19-58

June 3, 1958

Hon. C. W. Craddock
Harney County Judge
Courthouse
Burns, Oregon

Dear Judge Craddock:

Reference is made to our recent telephone conversation regarding the North Unit, Burns-Wrights Point Section of the Frenchglen State Highway, FAS 450. As per this conversation there is attached a drafted form of a letter agreement authorizing the State Highway Commission to use all of Harney County's DS Federal funds toward the cost of this project.

If satisfactory, please have a letter similar to the attached draft prepared and forward one signed copy.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
C. G. SWENSON

RECEIVED
JUN 2 1958
FOR FILING
4.262(2)
(d-262(3)
276

4.5

May 20, 1958

County Court of Harney County
Courthouse
Burns, Oregon

Gentlemen:

This note is to inform you of the action that was taken by the State Highway Commission at its meeting on May 8, 1958, with respect to improvement of the Frenchglen State Secondary Highway. During the discussion of the matter it was recalled that in order to expedite the improvement of this highway, Harney County agreed to the use of $80,000 of FAS funds which had been allocated to the County for surfacing and oiling the northerly section starting just east of Burns. The proposal was that the Commission would provide the necessary match moneys, which, on a 60-40 basis, would mean that the State would be required to contribute $53,000, making a total project cost of $133,000.

Subsequently, under the "D" or Crash Program Funds, Harney County would be allocated the sum of $18,400 of FAS funds. The Commission was advised that the County Court desires that these funds be used to extend the original proposed project which would result, with the State's additional contribution of $6,600, in a project costing $158,000. The Engineer recommended approval of such project. You will be pleased to know that the Commission adopted the recommendation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:llc

FORM E-20 80M 8-57—6883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1958

SUBJECT: Harney County: Request for transfer of county "D" or Anti-recession funds to oiling project on Frenchglen State Highway.

To: Mr. Forrest Cooper
O F F I C E

Some time ago Harney County requested and the Highway Commission approved the proposal to waive to the State $80,000 of federal funds available to Harney County under the county FAS program and for the State to then apply these funds to an oiling project on the Frenchglen State Highway. As federal funds represent approximately 60% of the total cost of a regular FAS project, this would result in a total project of between $130,000 and $135,000 with the State furnishing the required match money.

Harney County now proposes the same thing for the "D" or anti-recession federal funds which are available to that county. These federal funds would amount to $18,400 which represents approximately 74.6% of the total cost, permitting a total project cost of approximately $25,000. These funds when added to the regular funds above would result in a total project costing from $155,000 to $160,000.

If this second proposal is acceptable to the Highway Commission, the County wanted it clearly understood that any federal funds advanced to the State for the purpose of matching the "D" funds should not be deducted from future apportionments of federal funds to Harney County.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

RECEIVED
APR 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAY 2 1958
FOR FILING

May 1, 1958

Oregon State Highway Commission

Gentlemen:

You will recall that, in order to expedite the improvement of the Frenchglen Secondary Highway, Harney County had agreed to the use of $60,000 in FAS funds which had been allocated to the County for surfacing and oiling on the northerly section starting just easterly of Burns. The proposal was that the Highway Commission would provide the necessary match money, which, on a 60-40 basis, would mean that to match the $60,000, the State would be required to put up $53,000, which would make a total of $133,000 for the project.

Subsequently, under the D or Crash Program funds, Harney County would be allocated the sum of $16,400 of FAS funds. The County Court has indicated that it also wishes to have these funds used on the Frenchglen Highway to extend the proposed job. Under the percentage established for the distribution of the D funds the federal share would amount to 74.6 per cent of the total. Applying this percentage to the $16,400 of federal funds, we get a total of approximately $25,000, which, added to the $133,000 already available, would mean that a project costing about $158,000 could be undertaken. To meet the additional funds under the D program would require an additional $6,600 of state funds. Over-all participation in the program would amount to the use of $98,400 of federal funds matched by $59,600 of state funds.

It is my recommendation that we proceed on this basis. The County has asked that, should the State desire to use federal funds for matching as permitted under the 1958 Act, the State, rather than the County, be charged with this cost. This is entirely fair, and I would recommend that we proceed on this basis as the County should not be charged for the State's participation in the work. It is entirely probable that the project could be financed from current revenues and the borrowing feature would not be necessary; however, the records should show that this is a single transaction in which the County is participating in the amount of $98,400 of federal funds only—hence this explanation.

Very truly yours,

FC:me fn

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

LEE WILLIAMS
Commissioner

C. W. CRADDOCK
County Judge

JACK DRINKWATER
Commissioner

County Court *for* Harney County

BURNS, OREGON

April 8, 1958

Oregon State Highway Commission
Salem, Oregon

Att: C. G. Swenson
County & City Relations Engineer

Gentlemen:

By this letter the Harney County Court authorizes the Oregon State Highway Commission to utilize $80,000 of the Federal funds allocated Harney County under the County FAS policy and procedure presently in force in Oregon towards the total cost of constructing the North Unit, Burns-Wrights Point section of the Frenchglen State Highway, FAS 450.

It is the Courts understanding that total amount of funds for this project will be from $130,000 to $140,000.

Very truly yours,

HARNEY COUNTY COURT

C. W. Craddock
Judge

Lee Williams
Commissioner

Jack Drinkwater
Commissioner

RECEIVED
APR 10 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 10 1958
ENGINEER
COUNTY & CITY RELATIONS

HARNEY COUNTY
PROPOSED PROJECT

FAS 450 - North Unit, Burns-Wright Point Section (State Highway), $133,00.

State highway FAS project for which, by agreement between Harney County and the Highway Commission, the county is releasing $80,000 of Federal funds allocated to the county under the FAS program. As Federal funds are assumed to represent 60% of total FAS funds, Harney County's total FAS fund allocation will be reduced by $133,000.

(58-a)
12/26/57 Comm. approved 1-16-58

37½M 10-57

COMMISSIONERS
N. R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 13, 1957

NOTED
Harold C. Ayers

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
V. P. Jones

NOTED
J. [illegible]

Dear Mr. Polk:

Attached for your information and records is a letter signed by the Harney County Court authorizing use by the State of $80,000 of federal funds allocated to Harney County under Oregon's policy of making fifty per cent of all FAS funds available to the counties for expenditure on the county road portion of the FAS system.

The County Court is of the opinion that improvement of the North Unit, Burns-Wrights Point section of the Frenchglen Highway, FAS 450, is of more importance to the county than improvement of existing county FAS routes and has offered the above funds to aid in construction of the project. The State Highway Commission accepted this offer.

As a result, fifty per cent of fiscal year 1959 funds less $80,000 will be expended on county roads, and fifty per cent of 1959 funds plus $80,000 will be expended on state highways.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

CGS:mm
Att.

cc: W. C. Williams
C. G. Swenson

RECEIVED
DEC 16 1957
[illegible]

NOTED
C. G. SWENSON

NOTED
V.R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
December 13, 1957

N. Unit, Burns-Wrights Point Section
Frenchglen Highway, FAS 450
Harney County

Mr. G. S. Paxson
O F F I C E

NOTED
John F. Hagemann

Attached is a suggested letter to the B.P.R. forwarding a copy of Harney County's letter authorizing use of $80,000 of its federal fund allocation on a state highway project.

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
December 12, 1957

Transfer of Harney County
FAS Funds to State

Mr. C. H. Maleon
O F F I C E

NOTED
John F. Hagemann

At the request of the Harney County Court and with the approval of the Highway Commission, $80,000 of Harney County's apportionment of federal funds for the fiscal years 1958 and 1959 is to be transferred for use by the State for oiling the North Unit, Burns-Wrights Point Section of FAS 490 (Frenchglen Highway). As a result the total apportionment (including state and county match money) of fiscal years 1958 and 1959 county FAS funds for Harney County and for the entire state will be reduced by $133,000. This $133,000 is arrived at by dividing the $80,000 of federal funds by 60% which is the manner in which the total FAS funds are arrived at for programming purposes.

Your records should be adjusted accordingly.

John F. Hegemann
Asst. Engr., County & City Relations

JFH:mm

cc: S. H. Probert
J. W. Nash
J. Hardie
J. P. Bartlett

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

LEE WILLIAMS
Commissioner

C. W. CRADDOCK
County Judge

JACK DRINKWATER
Commissioner

County Court *for* Harney County

BURNS, OREGON

December 4, 1957

Oregon State Highway Commission
Salem, Oregon

Attention: C. G. Swenson
County & City Relations Engineer

Gentlemen:

By this letter the Harney County Court authorizes the Oregon State Highway Commission to utilize $80,000 of the Federal funds allocated Harney County under the County FAS policy and procedure presently in force in Oregon towards the total cost of constructing the North Unit, Burns-Wrights Point section of the Frenchglen State Highway, FAS 450.

Very truly yours,

HARNEY COUNTY COURT

C. W. Craddock
Judge

Lee Williams
Commissioner

Jack D. Drinkwater
Commissioner

NOTED
JOHN D. GRAHAM

Check Comm. Meeting Minutes
Jan. 27 - 28 Page 32 & 38.

December 2, 1957

NOTED
Harold C. Ayers

Hon. C. W. Craddock
Harney County Judge
Courthouse
Burns, Oregon

NOTED
John F. Hagemann

Dear Judge Craddock:

Reference is made to your meeting with the State Highway Commission in June concerning improvement of the Frenchglen State Highway, FAS 450. At this meeting it was decided that the State would allocate $50,000 of state funds to be used in conjunction with $80,000 in county FAS funds to improve approximately six miles of this highway.

The plan for this construction is that we would start an oiling project at the junction with the Burns-Crane Highway and construct as far south as $130,000 will permit.

To proceed with this project it is necessary to have a letter authorizing the State Highway Commission to use $80,000 of Harney County's allocation of federal funds towards the cost of this project. Attached is a drafted form of a letter agreement.

If satisfactory, please have a letter similar to the attached draft prepared and forward one signed copy.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

NOTED
C. G. SWENSON

26-1016	Washington St.-Morrison St. Rdside. Improvement	1958
#5277	Proj. on Pacific Hwy. W.	

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 22, 1959

(CONTRACT NO.) 5277 | (EST. NO.) | (CONTRACTOR)

5277 (VOUCHER NO.)	5 final (WARRANT NO.)	Aichele Landscaping (AMOUNT)	(DATE)
567	H 233487	$ 500.00	1/21/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenborn
ACCOUNTING DIVISION

Specified completion date: 55 workdays from Aug. 11, 1958

Time Extensions: None

Completion Date: Nov. 7, 1958

Date Accepted: Dec. 11, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. N. Heald
~~Deputy Director~~
Asst Secretary

Warrant Mailed: JAN 23 1959

DC

NOTED ON CARD

RECEIVED
JAN 9 - 1959
FOR FILING

5277

Jan. 9, 1959

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5277 for roadside improvement on the Washington St.-Morrison St. Section of Pacific Highway West in Multnomah County was completed by the contractor, Aichele Landscaping, on Nov. 7, 1958, and was formally accepted by the Highway Commission on Dec. 11, 1958.

Final payment in the amount of $500.00 will be released to the contractor on or after Jan. 19, 1959. The total contract amount is $9,280.03, of which amount $908.19 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

RECEIVED
DEC 4 1958
FOR FILING

26-1016

5277

Dec. 3, 1958

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Aichele Landscaping in connection with Contract No. 5277, for roadside improvement on the Washington Street-Morrison Street Section of the Pacific Highway West in Multnomah County.

This payment, in the amount of $1,327.19, will be released to the contractor on or after Dec. 13, 1958. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

Form E-1-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 22, 1958

Section Washington St. - Morrison St.

Kind of work Roadside Improvement

Highway Pacific West County Multnomah

Section prefix 26-1016

Contractor Aichele Landscaping

Contract number 5277

Date of contract Sept. 31, 1958

Specified work days 55 (Start Aug. 11)

Date work started Aug. 22, 1958

Work days used 41

Project authorization . . . . . $ 10,408.32
Exclusive of engineering . . . . $ 9,668.17

Per cent of time elapsed 74.5 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 9,668.17

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on total contract price . . . . . 100.0 %

Engineering authorization . . . . $ 740.15

Engineering cost to date $ 740.15, 100.0 %

Date project was completed Nov. 7, 1958

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted Wednesday, Nov. 19, 1958.

CONSTRUCTION DIVISION
RECEIVED
NOV 24 1958
NOTED- CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed [signature]
James LCN, Resident Engineer

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.13				
Miles partially completed					
Miles completed	0.13				
Total estimated quantities (contract)	2,000 CY				
Total quantities corrected to date	2,000 CY				
Estimated quantities moved or placed to date	2,000 CY				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEPARTMENT OF PUBLIC WORKS

FOR FILING

26-1016

5277

CITY OF PORTLAND
Oregon

November 21, 1958

H. J. LINDSTEDT
ASSISTANT TO COMMISSIONER

P. T. FOWLER
HIGHWAY ENGINEERING
COORDINATOR

Mr. M.D. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Tom Edwards
Construction Engineer

Dear Sir:

In answer to your communication of November 14, 1958, regarding the maintenance of the landscaped area on the Washington Street-Morrison Street traffic interchange unit of Harbor Drive, please be advised that the City will take over the maintenance of that area as of November 21, 1958, in conformity with the terms of Ordinance No. 50162.

Very truly yours,

P.T. Fowler
Highway Engineering Coordinator

PTF:mam
cc: City Engineer Burt
Park Superintendent Keller

Copy to Hiram
for file

RECEIVED
NOV 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
NOV 24 1958
NOTED

RECEIVED
NOV 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1958
FOR FILING
26-1016
5277

November 19, 1958

Mr. William A. Bowes
Commissioner of Public Works
Portland, Oregon

Dear Commissioner Bowes:

Herewith are two copies of the corrected planting and irrigation system plans for the Washington St.-Morrison St. Traffic Interchange Unit of Harbor Drive promised in our letter of November 14. They are for your files and show the job as constructed.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclose Plans

cc Mr. A. G. Skelton
Mr. M. H. Astrup

Sheets 1, 2 + 3

RECEIVED
AUG 26 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 26, 1958

Aichele Landscaping
11360 S. E. Stevens Rd.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5277, awarded July 31, 1958,
for roadside improvement on the
Washington Street-Morrison Street Section
of the Pacific Highway West in
Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 1 1958
FOR FILING

August 1, 1958

Aichele Landscaping
11360 S. E. Stevens Road
Portland, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958, awarded to you State Highway Contract No. 5277 for the Washington Street-Morrison Street Roadside Improvement Project on Pacific Highway West in Portland in Multnomah County.

This award was based on your bid of $8,801.84, which was the low bid submitted to the Commission on July 29, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Mark Astrup

S-398(1) Blind Slough Br. on FAS 757 1958

#5278

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

INVOICE NUMBER

DATE	BILLING REQ. NO.	YOUR ORDER NO.

CREDIT DISTRIBUTION

NOTED
V. R. JONES

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
		NOTED C. G. SWENSON	

NOTED
JOHN D. GRAHAM

RECEIVED
JAN 26 1950

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

A 150X (REVISED 12-59)

NOTED
V. R. JONES

NOTED
C. G. SWENSON

September 30, 1959

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Netell, Stavebolt, and Big Creek Bridges on FAS 608 and 756 and for the Blind Slough Bridge on FAS 757. As shown in the attached cost statements, a refund of $2,309.67 is due the county on the first three bridges and of $765.71 on the Blind Slough Bridge.

As per my telephone conversation with Judge Boyington on September 30, we will retain these refunds and apply them against the deposit which will be required for the Svenson Island Bridge.

Very truly yours,

W. C. Williams
State Highway Engineer
By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

COMPLETED 3/5/59

OREGON STATE HIGHWAY DEPARTMENT — ITEMIZED STATEMENT OF FINAL COSTS

County Clatsop — Contract No. 5278 — Date 9/30/59

FAS 757 — Section Blind Slough Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$40,051.55
Construction engineering				3,082.02
TOTAL CONSTRUCTION COSTS				$43,133.57
FEDERAL FUNDS COLLECTED FOR PROJECT				$26,665.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total cost and federal funds)

($43,133.57 - $26,665) X 1/2 = $8,234.29

County advance deposit	$9,000.00
Less county share	8,234.29
REFUND DUE COUNTY	$ 765.71

JVH:mm

Item	Unit	Unit Price	Total Items	Total Amount
1. Remove old bridge	all	2300.00	all	2,300.00
2. Furnish treated timber piling	l.f.	1.15	3,840	4,416.00
3. Drive timber piles	each	65.00	48	3,120.00
4. Class "A" concrete piles	c.y.	68.00	287	19,516.00
5. Metal reinforcement	lbs.	.148	73,000	10,802.00
6. Treated timber in piers	B.F.M.	250.00	3.87	1,144.80
8" metal drain pipe	l.f.	4.00	46	184.00
PA&I Cement adj. (favor of State)	Lbs.	3.15	-4.45	-20.92
			Total	43,051.88

RECEIVED
JUN - 4 1959
FOR FILING

June 4, 1959

Firemen's Fund Indemnity Company
401 California Street
San Francisco 20
California

Gentlemen:

This Department notifies the surety company when a post-final payment is to be paid on a State Highway contract. However, a post-final payment will not be made to Richard L. Martin Company, on contract #5278, for construction of the Blind Slough Bridge on the Brownsmead Loop Road (FAS 757), in Clatsop County.

Our Bridge Division found an error under the item of "Treated Timber" in the amount of $56.50, after the final payment had been made to the contractor. The State has overpaid the Richard L. Martin Company in this amount.

The total amount paid the contractor with this contract will be $40,051.55. There was no force account work performed in connection with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dc

cc: Firemen's Fund Indemnity Company
Mark Ferris, Agent
220 SW Alder Street
Portland, Oregon

RECEIVED
'59
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

April 20, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
S-398 (1)			
5278	5 final	Richard L. Martin Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8896	H 242142	$ 3,192.73	4/20/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion date: **100 workdays from August 11, 1958**

Time Extensions: **None of record**

Completion Date: **March 5, 1959**

Date Accepted: **April 16, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **April 21, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Secretary

Warrant Mailed:

APR 21 1959
JC

NOTED ON CARD
ac

RECEIVED
MAR 5 - 1959
FOR FILING
1-398(1)
378

April 8, 1959

CERTIFIED MAIL

Fireman's Fund Indemnity Co.
900 Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5278, for Blind Slough Bridge on Brownsmead Loop Road in Clatsop County, was completed by the contractor, Richard L. Martin Co., on Mar. 5, 1959, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,192.73 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $40,106.05, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en
cc: Mark Farris, Agent
220 S. W. Alder St.
Portland 4, Oregon

NOTED ON CARD

Fed. Aid 5278

RECEIVED
- 1958
9263

RECEIVED FOR FILING
5511

Monthly Transaction No.	Form [illegible]-2 (9-1-[illegible]57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	to Oregon
Project Report No. 3	FEDERAL-AID PROJECT AGREEMENT	County Clatsop
		Project No. S-398(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Blind Slough Bridge approximately 3.7 miles north of east jct. FA 1 on a county road.**

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-14-58	0.040
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 44,142.00	$ 27,300.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By H. L. Williams

State Highway Engineer
(title)

By _____

_____
(title)

By _____

_____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer September 3, 1958

USComm-DC 40257

August 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Hind Slough Bridge (H.P. 3.7), Project No. S-398(1).

Very truly yours,

H. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:lmw

August 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Blind Slough Bridge, Project No. S-398(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

FORM E-123-X 25M 9-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Blind Slough Bridge, Project No. S-398(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-390(1)

BLIND SLOUGH BRIDGE (M.P. 3.7) ON THE

[illegible] ROAD IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 14, 1958

Type Code X021
Blind Slough Bridge (Sta. 12+95 to Sta. 15+05)(Contract No. 5278)

Furnish Treated Timber Piling	3,640 lin. ft.	$1.15	$ 4,416.00
Drive Treated Timber Piles	48 only	65.00	3,120.00
Class "A" Concrete	267 cu. yds.	60.00	16,156.00
Metal Reinforcement	73,600 lbs.	0.145	10,672.00
Treated Lumber	3.5 M-fbm	350.00	1,225.00
Removal of Old Bridge	All Required		2,300.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
	Subtotal		$ 40,129.00
	10% Engr. & Cont.		4,012.90
	Total		$ 44,141.90

Length of Structure . . . . . 0.040 mile

Federal Funds	$ 27,300.00
State Funds	8,420.95
County Funds.	8,420.95
	$ 44,141.90

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Clatsop County with the Highway Department.

PROPOSED FISCAL YEAR 1960 COUNTY FAS PROJECTS 8/25/58

County	FAS Hwy. No.	Section & Description	Programmed Amount
Benton	865	Alsea River Bridge. Structure only. (Additional funds for project approved 7/31/58.)	$ 37,000
Clatsop	757	Blind Slough Bridge.	$ 13,000
	757	Saspal Slough Bridge. (Additional funds for projects approved 5/8/58.)	55,000
Coos	252	Gravelford (North Fork Coquille River) Bridge. (Additional funds for project approved 9/12/57.)	$ 69,000
Lincoln	150	Logsden (Siletz River) Bridge. (Additional funds for project approved 10/31/57.)	$ 43,000
Morrow	829	North Unit, Bomber Range Road Section. (Additional funds for project approved 7/31/58.)	$ 61,000
Umatilla	758	Birch Creek Section. (Additional funds for project approved 6/19/58.)	$ 138,000
		TOTAL	$ 417,000

SUMMARY: FISCAL YEAR 1960 FUNDS

Available August, 1958	$3,900,000
Proposed Projects, 8/25/58	417,000
Unprogrammed Balance.....	$3,483,000

58-f Apprvd 9-11-58

FORM S-120 3M 4-58

RECEIVED
AUG 23 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5278

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 21, 1958

Richard L. Martin Company
P. O. Box 482
Oswego, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5278, awarded Aug. 1, 1958, for Blind Slough Bridge on Brownsmead Loop Road, FAS No. 757, in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
AUG 13 1958
FOR FILING

Fin. - 216
Maint. - 305

Salem, Oregon
August 7, 1958

FAS Project Agreements
Clatsop County

Mr. C. G. Swenson
City & County Relations Dept. Engineer
O f f i c e

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Clatsop County covering the Blind Slough Bridge on FAS 757 in Clatsop County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Clatsop County.

Secretary

rn
Attach: 5

FORM E-30 50M 8-57—6563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1958

SUBJECT: FAS Project Agreements
Clatsop County

To:

G. S. Paxson
Asst. State Highway Engineer
Office

Attached are three copies of a finance agreement covering the Blind Slough Bridge on FAS 757 in Clatsop County. Two copies of the agreement have been executed by Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the BPR.

This project was approved by the Highway Commission on 6-19-58.

John D. Graham
Office Engineer, County & City Relations

JDG:nja

Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date July 25, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-19-58 Minute Page 39
Secretary

RECEIVED
AUG 8 1958
FOR FILING
S 378 (1)
5221

August 7, 1958

County Court of Clatsop County
Court House
Astoria, Oregon

Gentlemen:

We are enclosing for the records and files of Clatsop County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Clatsop County covering the Blind Slough Bridge on FAS 757 in Clatsop County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

Form A-180—.M—6-57

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
Harold C. Ayers

Invoice No. 56756

Date August 4, 1958

Your Req. No.

Billing Request No. cc 435

Credit Distribution: 504-1062-297

Clatsop County
Astoria, Oregon

Attn: County Court

Advance Deposit	9,000.00
Partial transfer county's share total cost of Blind Slough Bridge, FAS 757, covered by agreement dated July 1958.	7,000.00
To be retained	$2,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
C. G. SWENSON

State Printing 4396

August 1, 1958

Clatsop County Court
P. O. Box 179
Astoria, Oregon

Gentlemen:

This is to acknowledge receipt of a deposit of $9,000 in connection with the Blind Slough Bridge on FAS 757. Contract No. 5278 has been awarded to Richard L. Martin and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm

Contract Sent
8-12-58

NOTED
C. G. SWENSON

GUY BOYINGTON, COUNTY JUDGE
VERNE STRATTON, COMMISSIONER
DONALD G. MALARKEY, COMMISSIONER
MARY HAY, CLERK
PAUL KEARNEY, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND O. LUCE, CORONER
EMIL BERG, ASSESSOR

Astoria, Oregon.
July 31, 1958

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Attention: John F. Hagemann,
Asst. County & City
Relations Engineer.

Enclosed Warrant #91704 in the amount of $9,000.00 which is advance deposit on the Contract FAS-757, Blind Slough Bridge.

Yours very truly,

MARY HAY, COUNTY CLERK
By Catherine Fleming
Bookkeeper.

cf

RECEIVED
AUG 1 - 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 6 1958
COUNTY ... RELATIONS

July 30, 1958

NOTED
Harold C. Ayers

Clatsop County Court
P. O Box 179
Astoria, Oregon

Gentlemen:

On July 29 a satisfactory bid was received from Richard L. Martin of Oswego for constructing the Blind Slough Bridge on FAS 757 as per the agreement between county and state the following advance deposit is required prior to awarding of a contract:

Bid Items	$40,129.00
12-1/2% eng'ring & contingencies	5,016.13
Estimated Total Cost ..	$45,145.13
County Advance Deposit of 20%...	$ 9,000.00

Please make this deposit by means of a warrant or check payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

Bond 8/1/58
504-1082

JFH:mm

Cont # 5278

Co. mailed 8/1/58

Contract Sent
8-12-58

RECEIVED
AUG 26 1958
FOR FILING

L 3[illegible]
5218

August 1, 1958

Richard L. Martin Company
P. O. Box 482
Oswego, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 accepted your proposal for the Blind Slough Bridge at M.P. 3.7 on the Brownsmead Loop Road in Clatsop County for the sum of $40,129 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5278.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired, otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 1, 1958

Richard L. Martin
1780 S. W. Ridgecrest Lane
Oswego, Oregon

Dear Mr. Martin:

Contract for Blind Slough Bridge on Brownsmead Loop, Clatsop County for which you submitted low bid on July 29, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

THE WESTERN UNION TELEGRAPH COMPANY

NOTICE REGARDING TELEGRAM

W. P. MARSHALL, PRESIDENT

104 SALEMORG AUG 3 1958

DELIVERY NO. (STREET ADDRESS, CITY, AND DATE) 19

H B GLAISYER SECRETARY

NAME

OREGON STATE HIGHWAY COMMISSION

ADDRESS

Your telegram of AUG 1 19 58 to RICHARD L MARTIN

DATE ADDRESSEE

at 1780 SW RIDGECREST LANE OSWEGO OREGON is undelivered for the following reason:

ADDRESS AND CITY

MR MARTIN DID NOT ANSWER HIS TELEPHONE FRIDAY AND SATURDAY,

WE WILL KEEP TRYING.

If you have occasion to correct the address originally supplied, please call

and ask for

Form 101 (Rev. 2-49) THE WESTERN UNION TELEGRAPH COMPANY

A G R E E M E N T

7-31-55

The County of Clatsop, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of ~~----------miles of~~ FAS Highway 757 from said project to consist of a bridge over Blind Slough

to

known as the Blind Slough Bridge (MP 3.7), and to be designated as Oregon Project S-308( ), and will recommend its approval by the Secretary of Commerce for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Commerce, and agrees that if such project is approved and constructed by the Highway Department and the Department of Commerce, Bureau of Public Roads, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees to assume jurisdiction and control of the section or sections of county road or roads eliminated from the route to be constructed and shall maintain or vacate them as the said County may determine.

5. That the said County hereby agrees to establish as a county road, pursuant to the provisions of the laws of the State of Oregon, the relocated section or sections of the proposed road.

6. That the said County hereby agrees that:

   a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of Highway Officials, approved by the Highway Department, and concurred in by the Department of Commerce, Bureau of Public Roads.

b. No signs (other than those specified in paragraph 'a' above), posters, billboards, roadside stands, or other private installations shall be permitted within the right of way limits of this project.

IN WITNESS WHEREOF, the parties hereunto affixed their signatures, the County on the 23rd day of July, 1958, and the Highway Department on the 31st day of July, 1958.

COUNTY OF CLATSOP

By _____
County Judge

By _____
County Commissioner

By _____
County Commissioner

Attest:

_____
County Clerk

Approved:

_____
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

/s/ By M. K. McIver
As Chairman

/s/ By R. B. Chessman
As Commissioner

Attest:

/s/ H. B. Glaisyer
Secretary

/s/ By K. N. Fridley
As Commissioner

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission; that I have compared the foregoing Agreement with the original thereof filed in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this 31st day of July, 1958.

_____
Secretary

Oregon Project S-398(1)
I-FAS 757

7-23-58

RESOLUTION

WHEREAS, a county road in Clatsop County, State of Oregon, known as the Brownsmead Loop County Road, is routed through the County of Clatsop, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and _____ County, the section adopted for improvement being more particularly described as follows; to wit:

a bridge over Blind Slough

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clatsop will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clatsop County, Oregon, that no encroachments will be permitted on the county road known as the Brownsmead Loop County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clatsop County, Oregon, this 23rd day of July, 1958.

By:

County Judge Leo Kenyon

ATTEST:

Mary Hay
County Clerk

County Commissioner Sam Stratton

County Commissioner Ronald G. Macleay

cc-12(1956)

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 18, 1958

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Blind Slough Bridge in FAS 757 upon which bids will be received July 29 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $49,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than July 29.

Very truly yours,

G. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

John F. Hagemann
Asst. Engr., County & City Relations

JFH:be
Enc.

GUY BOVINGTON, County Judge
VERNE STRATTON, Commissioner
DONALD O. MALARKEY, Commissioner
MARY MAY Clerk
PAUL KEARNEY, Sheriff
THOMAS E. BROWNHILL, Dist. Atty.

Clatsop County

BEN BURNS, Treasurer
ARTHUR F. DANIELSON, Surveyor
EMMETT D. TOWLER, School Supt.
RAYMOND G. LUCE, Coroner
EMIL BERG, Assessor

ASTORIA, OREGON

June 25, 1958.

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Mr. E. G. Ricketts.
Bridge Engr.,
Oregon State Highway Dept/.
Salem, Oregon.

Dear Sir:-

Enclosed herewith is informational map on the second Brownstead area bridge #11129 crossing Gaspal Slough.

The existing structure has a 36° curve at the west end and a short curve very near the east end. I have shown a location to replace with one 24° curve, giving better support on west end where the north side is quite narrow and would require a lot of material to widen.

There are no other complications. Power line is shown as is. Stationing of bents is for center line of bents and along the existing center line. The new location makes stationing of west end of bridge 36 + 56.3 or 1.8 feet greater than along old center line, this information to watch for old bents.

Soundings shown were made with 3/4" pipe and fire fighting pump developing about 100 psi. Very little resistance until way down there but a definite hard bottom with pronounced ring with the pipe.

We would like to place these two under regular FSA and find another place to use the Crash Funds.

Call me if you find anything lacking.

Very truly yours,

Robt B. Shefler,
County Engr.

RECEIVED
JUN 30 1958
ENGINEER
COUNTY & CITY ROADS

NOTED
C. G. SWENSON

Memo to J. W. Nash
6/23/58

NOTED
Harold C. Ayers

FAS 757, CLATSOP COUNTY

TERMINI: Bridge over Blind Slough located approximately 3.7 miles northerly along FAS 757 from its easterly junction with FAP Route 1 (Blind Slough Bridge).

PROPOSED WORK: One concrete bridge 200' long.

LENGTH: 0.038 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$40,000	$21,700	$1,300	$12,300 (Co)	$4,700 (L)

EXISTING FACILITY: 194' long untreated pile ~~trestle~~ trestle, HC-19'. Bridge has deteriorated and is no longer adequate to carry traffic. No substandard grade or alignment.

ADJACENT SECTION: 18' wide bituminous wearing surface on 24' dike roadway.

PROJECT DATA: Construct eight 25' precast beam span on treated piling, HC - 22'.

ROW WIDTH: 50'.

MINIMUM DESIGN STANDARDS: No exception.

ACCESS CONTROL: None

RR XING: None

NOTED
John r. Ma[illegible]

SYSTEM ACTION: None required.

PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATION: None

FAS 757 serves a highly productive dairy farming area and is a mail and school bus route.

JFH:mm

NOTED
C. C. [illegible]

PROPOSED PROJECT
CLATSOP COUNTY

FAS 757 - Blind Slough Bridges (2), $32,000. These bridges were approved by the Highway Commission on May 8 for construction with available DS funds of $29,000 to be supplemented by available regular FAS funds. The above $32,000 represents the presently available regular FAS funds for a total for both bridges of $61,000.

Approved
6-17-58

58-d
6/2/58

PROPOSED PROJECT (County D-FAS Funds)
CLATSOP COUNTY

FAS 757 - Blind Slough Bridges (2), $29,000.

These bridges are located approximately 3.7 and 4.1 miles northerly along FAS 757 from its easterly junction with the Columbia River Highway. The bridges carry Highway Department Inventory Numbers 11128 and 11129.

The proposed project is to replace both existing untreated timber structures with new bridges having a roadway width of 22'. The Federal-aid project will be for the structures only, including removal of the existing bridges, with the county constructing road approaches as required. The road can be closed during construction; however, only one bridge site shall be closed at one time.

Mr. Shefler, Clatsop County Engineer, will prepare and furnish vicinity maps.

The $29,000 programmed represents Clatsop County's apportionment of the DS funds and will be supplemented with regular FAS funds as required.

Changed to all FAS regular funds project.
DS funds Transferred to Bear Creek Bridge, No 755
See FAS 755, Bear Creek Bridge, Letter of 7/9/58

DS-FAS-1(58)
5/1/58

I-82-2(6) Multnomah Falls-Dodson Sec., 1958
28 Columbia River Hwy. (Grad.)
#5279

RECEIVED
APR 1962
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 25, 1962

Slate and Hall Construction Company
7805 S. W. 40th Avenue
Portland 19, Oregon

Gentlemen:

Under a roadside improvement project between the Sandy River and Dodson on the Columbia River Highway we had occasion to alter certain portions of our drainage works in the Dodson Interchange area. A part of this alteration consisted of salvaging and relaying a 24-inch concrete pipe (installed by your organization under Contract No. 5279, the Multnomah Falls-Dodson Section) crossing the "C" line at approximate Station 1445+25.

During this operation, it was noted that several of the joints were cracked and upon removing them they fell apart. It was, therefore, noted that none of these sections contained reinforcement steel as required by our specifications. A total of 142-feet of 24-inch concrete pipe was installed on this project. We have not checked any of the other sections installed on the job for conformance with our specifications so that as of this time we are only sure that the 48-feet installed at Station 1445+25 is deficient.

We would appreciate hearing from you concerning this matter.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
cc: R. L. Porter
G. S. Paxson
A. E. Johnson
G. W. Harra

RECEIVED
APR 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1960
FOR FILING

I-82-2(6)28

5279

December 16, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching on the Multnomah Falls-Dodson Section of the Columbia River Highway, Contract No. 5279, Project No. I-80N-2(6)28, in Multnomah County, was completed November 18, 1960.

This work was authorized by Order for State Force Work No. 3, dated July 16, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: J. W. Nash

Mr. Williams
Information

RECEIVED
FOR FILE

5279

NOTED
W. C. WILLIAMS

November 12, 1959

FINAL COST ANALYSIS

Contract No. 5279
Multnomah Falls-Dodson

Contractors: Fred H. Slate Co. Oreg. Ltd., and E.C. Hall Co.
Resident Engineer: Clay M. Cornett

Columbia River Hwy.
Prefix 26-1012-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Clearing and Grubbing	100%	All	25,000.00	23,735.25	23,735.25	25,000.00
2. Drainage Excav., Unclass.	252.88	Cu.Yd.	4.00	3.80	960.35	1,011.52
3. Embankment in Place	254,452.4	Cu.Yd.	0.75	0.71	181,186.38	190,839.30
4. Extra for Selected Embank.	137,846	Cu.Yd.	0.50	0.47	65,436.19	68,923.00
5. Sprinkling	16.8	M-Gal.	2.25	2.14	35.89	37.80
6. Finish R.B. & Slopes	3.75	Mile	1,000.00	949.41	3,560.29	3,750.00
7. Rounding Cutbanks	1,910	Lin.Ft.	0.20	0.189	362.67	382.00
8. 18" Concrete Pipe	289	Lin.Ft.	3.50	3.32	960.33	1,011.50
9. 24" Concrete Pipe	142	Lin.Ft.	5.00	4.75	674.08	710.00
10. 36" Concrete Pipe	8	Lin.Ft.	10.00	9.49	75.95	80.00
11. 18" Corr. Metal Pipe	102	Lin.Ft.	4.50	4.27	435.78	459.00
12. 24" Corr. Metal Pipe	34	Lin.Ft.	7.00	6.65	225.96	238.00
13. 48" Corr. Metal Pipe	60	Lin.Ft.	21.50	20.40	1,224.74	1,290.00
14. 84" Corr. Metal Pipe	68	Lin.Ft.	50.00	47.47	3,227.99	3,400.00
18. 8" Perf.Metal Dr.Pipe, Unctd.	220	Lin.Ft.	2.25	2.14	469.95	495.00
19. Special backfill in Drains	40.68	Cu.Yd.	6.00	5.70	231.73	244.08
PA#1 Embankment in Place	84,942.9	Cu.Yd.	0.65	0.617	52,419.67	55,212.89
PA#2 84" Corr. Metal Pipe	52	Lin.Ft.	50.00	47.47	2,468.47	2,600.00
PA#2 Connecting Bands	2	Each	120.00	113.93	227.86	240.00
PA#2 Drainage Excavation	49.87	Cu.Yd.	4.00	3.80	189.34	199.43
PA#3 Embankment in Place	101,454.4	Cu.Yd.	0.65	0.617	62,609.18	65,945.36

Final Cost Analysis - Contract No. 5279
Multnomah Falls-Dodson

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA#4 Type I Fence	167.3	Rod	5.55	5.27	881.55	928.52
PA#4 Metal Gate	1	Each	75.00	71.21	71.21	75.00
Force Account					4,008.94	4,222.56
					$405,679.75	$427,295.01

Gross Revenue	$ 427,295.01
Total Cost	405,679.75
Net Profit	$ 21,615.26

Net Profit equals 5.05% of Gross Revenue

DETAIL OF COST - Contract No. 5279

Labor:					
Supervision				$ 15,604.49	
Labor				121,315.15	
Labor Insurance				22,521.18	$ 159,440.82
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental				155,549.57	
Gas, Oil, and Grease				9,666.20	
Bond				6,806.22	
P.L., P.D., and R.R. Protection				1,516.44	
Move In				14,520.08	
Miscellaneous Supplies and Small Tools				3,186.99	
Freight				12,482.17	
Telephone				1,129.50	
Home Office and General Overhead				25,234.13	230,091.30
Subcontractor on Temporary Bridge:					
Hannan Bros.				8,883.85	8,883.85
Materials:					
18" Concrete Pipe	289	Lin. Ft.	@ $2.00	578.00	
24" Concrete Pipe	142	Lin. Ft.	@ $2.95	418.90	
36" Concrete Pipe	8	Lin. Ft.	@ $5.30	42.40	
18" Corr. Metal Pipe	102	Lin. Ft.	@ $2.97	302.94	
18" Corr. Metal Pipe Bands	4	Each	@ $2.97	11.88	
24" Corr. Metal Pipe	34	Lin. Ft.	@ $4.65	158.10	
24" Corr. Metal Pipe Bands	2	Each	@ $4.65	9.30	
48" Corr. Metal Pipe	60	Lin. Ft.	@ $12.31	738.60	
48" Corr. Metal Pipe Bands	2	Each	@ $12.31	24.62	
84" Corr. Metal Pipe	120	Lin. Ft.	@ $34.25	4,110.00	
84" Corr. Metal Pipe Bands	3	Each	@ $56.73	170.16	
8" Perf. Metal Dr. Pipe, Unctd.	220	Lin. Ft.	@ $1.08	237.60	
8" Perf. M.D.P., Unctd. Bands	4	Each	@ $1.29	5.16	
Posts	170	Each	@ $1.08	183.60	
Barb wire	9	Spools	@ $8.20	73.80	
Metal Gate	1	Each	@ $36.00	36.00	
Special Backfill	40.68	Cu. Yd.	@ $4.00	162.72	7,263.78
			TOTAL COST		$ 405,679.75

Remarks - Contract No. 5279

This project is a "Federal Aid Interstate Highway Project" and was to be conducted in accordance with federal regulations applying to that class of project, calling for the construction of 3.75 miles of main highway roadbed and connections involving approximately 473,000 cubic yards of embankment in place.

The west end of the project is at Station 1257+48.86, which station is approximately 0.3 miles east of the Multnomah Falls parking area. The east end of the project is at Station 1461+50, which station is approximately 0.5 mile east of the present railroad overcrossing at Dodson. The overall length of the project is 3.87 miles.

The project was bid June 17, 1958, awarded August 1, 1958, and work began August 18, 1958. The contractor started clearing working one shift. When the grading work started a part of the operation worked two shifts. Progress was very good on this project and the fact that sources of material, other than specified were used, helped by shortening the haul. Adverse weather conditions slowed work down during March, April, and May with full operation after May 28, 1959. The removal of the temporary bridge and haul road approaches, blading and dressing slopes with dragline, and was completed June 10, 1959.

Equipment used on this project was: 3-yard shovel, 2-1/2-yard shovel, 3/4-yard dragline, one D-9 with dozer, four D-8 with dozers, two cat blades, fifteen 18-yard trucks, three S-18 scrapers, ten 8-yard rented trucks, three pickups, flat bed, water truck, grease truck, and miscellaneous small tools.

Progress was very good on this project with an excess of equipment made so by the obtaining of the borrow sources from Forest Department and the Army Engineers. Good supervision and equipment in excellent condition contributed to a fair profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
ENGINEER

RECEIVED
OCT 21 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Oct. 20, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5279	12 Final	E. C. Hall Co. Fred H. Slate Co., Oreg. Ltd. A	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25274	69811	$ 15,813.80	10/19/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. P. Winchcomb
ACCOUNTING DIVISION

Specified completion date: **100 workdays from August 11, 1958**

Time Extensions: **None of record**

Completion Date: **July 10, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 21, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 21 1959

NOTED ON CARD

RECEIVED
SEP 30 1959
FOR FILING

September 30, 1959

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5279 for grading the Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County was completed by the contractor, Fred W. Slate Co, Oreg. Ltd., and E. C. Hall Co., on July 10, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Revised final payment in the amount of $18,843.80 will be released to the contractor on or after October 13, 1959. The total contract amount is $427,295.01, of which amount $4,222.56 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
320 California Street
San Francisco 26, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED
SEP 11 1959
FOR FILING

T. S. 2. 6F
5279

September 8, 1959

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

State Highway contract #5279 for grading the Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County was completed by the contractor, Fred H. Slate Co., Oreg., Ltd., and E. C. Hall Company, on July 10, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $12,632.51 will be released to the contractor after acceptance by the Commission. The total contract amount is $121,083.72, of which amount $4,222.56 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
320 California Street
San Francisco 26, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Building
Portland 4, Oregon

RECEIVED
AUG 19 1959
FOR FILING

August 19, 1959

Great American Insurance Company
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Fred H. Slate Co., Oreg., Ltd., and E. C. Hall Co., a portion of the funds heretofore retained by the Commission on contract #5279 for grading the Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County.

This payment, in the amount of $19,124.08, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $12,632.51. The present payment will be released on or after August 31, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Letter to: Maryland Casualty Company
cc: Hansen & Rowland, Inc.

cc: Great American Insurance Company
320 California Street
San Francisco 26, California

cc: Great American Insurance Company
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED
AUG 19 1959
FOR FILING

August 19, 1959

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

It is the intention of the State Highway Commission to release to Fred H. Slate Co., Oreg., Ltd., and E. C. Hall Co., a portion of the funds heretofore retained by the Commission on contract #5279 for grading the Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County.

This payment, in the amount of $19,124.08, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $12,632.51. The present payment will be released on or after August 31, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Letter to: Great American Insurance Co.,
Wells-Reed Insurance
cc: San Francisco office
cc: Portland Service Office

cc: Maryland Casualty Company
Hansen & Rowland, Inc.,
611 Henry Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 7, 1959

Section Multnomah Falls-Dodson

Highway Columbia River County Multnomah

Contractor Fred H. Slate Co., & E.C. Hall Co.

Date of contract August 1, 1958

Date work started August 18, 1958

Project authorization . . . . . $ 535,573.13

Exclusive of engineering . . . . $ 497,487.93

Kind of work Grading

Section prefix 26-1012

Contract number 5279

Specified work days 100

Work days used 87

Per cent of time elapsed 87 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 425,199.11

Estimated per cent overrun or underrun . . . . . under 14.5 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 38,085.20

Engineering cost to date $ 34,683.17, 91 %

Date project was completed July 10, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	———	———	———	———

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

" FINAL REPORT"

Semi-final estimate was submitted to
Division Engineer on Wednesday 7/10/59

NOTED
JOHN R. [illegible]

CONSTRUCTION DIVISION
RECEIVED
AUG 10 1959
NOTED- CE ACE ACE COE

NOTED
M. R. Jones

NOTED

Signed Clay M. Garrett

Address P. O. Box #625, Troutdale, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.75				
Miles partially completed					
Miles completed	3.75				
Total estimated quantities (contract)	473,000				
Total quantities corrected to date	440,850				
Estimated quantities moved or placed to date	440,850				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

IDAHO MONTANA OREGON WASHINGTON
RECEIVED
AUG 10 1959
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-3[illegible].4

408 State Highway Bldg.
Salem, Oregon

I-84-2(6)28
5279

August 7, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-84-2(6)28
Multnomah Falls-Bodnea Section
Columbia River Highway
Order for State Forces Work
Seeding and mulching

Dear Sir:

Reference is made to your letter dated July 31, 1959 concerning subject cited.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. A. Falk
Division Engineer

RECEIVED
AUG 3 - 1959
FOR FILING

I 82-1(6)-P

5279

July 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 226-230, covering seeding and mulching on the Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County, Contract No. 5279, in connection with Federal Aid Project No. I-80E-2(6)28.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $3,930.00 with Federal participation of $3,377.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

DBP:mfh

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
JUL 15 1959
FOR FILING

July 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 10, 1959, on Contract No. 5279, Multnomah Falls-Lodson Section, in Multnomah County, in connection with Federal Aid Project No. I-80N-2(6)28.

Very truly yours,

W. C. Williams
State Highway Engineer

By

M. L. Porter
Office Engineer

DBP:br

cc: Clarence C. Swenson

RECEIVED
DEC 16 1958
FOR FILING

Monthly Transaction No. 12-50

Project Report No. I-82-2(6)28

Form [illegible] (5-29-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Multnomah

Project No. I-80N-2(6)28

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini: **Multnomah Falls-Dodson Section - From I-82-2(5)22 east 3.9 miles to Dodson on U.S. 30**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	6-5-57	-
Rights-of-Way		
Construction	6-2-58	3.8
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 524,922.00	$ 484,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By [signature]
Deputy **State Highway Engineer**
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By: E. H. Cowan
E. H. Cowan
Acting Division Engineer

Date executed by Division Engineer **December 15, 1958**

USComm-DC 11169

December 11, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Pultneyville Falls-Dodson Section, Project No. I-80N-2(6)28.

Very truly yours,

W. C. Williams
State Highway Engineer

By

RNC:mfh

Forrest Cooper
Deputy State Highway Engineer

October 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for perject agreement for the Multnomah Falls-Bridge Section, Project No. I-80N-2(6)28.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(6)28
Old I-82-2(6)26

MULTNOMAH FALLS-DODSON SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 29, 1958

Type Code P. E.

Preliminary Engineering	All Required	$ 4,000.00

Type Code 0010
Roadway (Sta. 1257+43.86 to Sta. 1461+50)
(Contract No. 5279)

Clearing and Grubbing	All Required	$	$ 25,000.00
Drainage Excavation, Unclassified	400 Cu. Yds.	4.00	1,600.00
Embankment in Place	473,000 Cu. Yds.	0.75	354,750.00
Extra for Selected Embankment Materials	130,000 Cu. Yds.	0.50	65,000.00
Sprinkling	470 M-gals.	2.25	1,057.50
Finishing Roadbed and Slopes	3.75 Miles	1,000.00	3,750.00
Rounding Cutbanks	3,500 Lin. Ft.	0.20	700.00
18-Inch Concrete Pipe	370 Lin. Ft.	3.50	1,295.00
24-Inch Concrete Pipe	170 Lin. Ft.	5.00	850.00
36-Inch Concrete Pipe	10 Lin. Ft.	10.00	100.00
18-Inch Corrugated Metal Pipe	110 Lin. Ft.	4.50	495.00
24-Inch Corrugated Metal Pipe	100 Lin. Ft.	7.00	700.00
48-Inch Corrugated Metal Pipe	45 Lin. Ft.	21.50	967.50
84-Inch Corrugated Metal Pipe	80 Lin. Ft.	50.00	4,000.00
24-Inch Half Circle Corrugated Metal Pipe	80 Lin. Ft.	5.00	400.00
48-Inch Half Circle Corrugated Metal Pipe	25 Lin. Ft.	11.40	285.00
48" - 24" Half Circle Corrugated Metal Pipe Reducer	1 Only	200.00	200.00
8-Inch Perforated Metal Drain Pipe	220 Lin. Ft.	2.25	495.00
Special Backfill in Drains	45 Cu. Yds.	6.00	270.00
Concrete Inlets, Type "D"	1 Only	150.00	150.00
			$462,065.00
Flagging (57½% of Contractor's Cost)	All Required		1,500.00
Seeding and Mulching	All Required		10,000.00
	Subtotal		$473,565.00

Subtotal	$473,565.00
10% Engr. & Cont.	47,406.50
Total	$520,921.50

Length of Roadway - - - - - - - - - -	3.750 Miles
Length of 1 Structure - - - - - - - -	0.119 Miles (Exception)
Total Length- - - - - - - - - - - - -	3.869 Miles
Cost of Roadway Per Mile - - - - - -	$138,912.40

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 3,000.00	$ 1,000.00
Roadway	520,921.50	481,000.00	39,921.50
	$524,921.50	$484,000.00	$40,921.50

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(6)28
Old I-82-2(6)26

MULTNOMAH FALLS-DODSON SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 29, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 4,000.00

Type Code 0010
Roadway (Sta. 1257+48.86 to Sta. 1461+50)
(Contract No. 5279)

Clearing and Grubbing	All Required	$	$ 25,000.00
Drainage Excavation, Unclassified	400 Cu. Yds.	4.00	1,600.00
Embankment in Place	473,000 Cu. Yds.	0.75	354,750.00
Extra for Selected Embankment Materials	130,000 Cu. Yds.	0.50	65,000.00
Sprinkling	470 M-gals.	2.25	1,057.50
Finishing Roadbed and Slopes	3.75 Miles	1,000.00	3,750.00
Rounding Cutbanks	3,500 lin. ft.	0.20	700.00
18-Inch Concrete Pipe	370 Lin. Ft.	3.50	1,295.00
24-Inch Concrete Pipe	170 Lin. Ft.	5.00	850.00
36-Inch Concrete Pipe	10 Lin. Ft.	10.00	100.00
18-Inch Corrugated Metal Pipe	110 Lin. Ft.	4.50	495.00
24-Inch Corrugated Metal Pipe	100 Lin. Ft.	7.00	700.00
48-Inch Corrugated Metal Pipe	45 Lin. Ft.	21.50	967.50
84-Inch Corrugated Metal Pipe	80 Lin. Ft.	50.00	4,000.00
24-Inch Half Circle Corrugated Metal Pipe	80 Lin. Ft.	5.00	400.00
48-Inch Half Circle Corrugated Metal Pipe	25 Lin. Ft.	11.40	285.00
48" - 24" Half Circle Corrugated Metal Pipe Reducer	1 Only	200.00	200.00
8-Inch Perforated Metal Drain Pipe	220 Lin. Ft.	2.25	495.00
Special Backfill in Drains	45 Cu. Yds.	6.00	270.00
Concrete Inlets, Type "D"	1 Only	150.00	150.00
			$462,065.00
Flagging (57½% of Contractor's Cost)	All Required		1,500.00
Seeding and Mulching	All Required		10,000.00
Relocate Power Poles by Cascade Locks City Lights	All Required		500.00
	Subtotal		$474,065.00

Subtotal	$474,065.00
10% Engr. & Cont.	47,406.50
Total	$521,471.50

Length of Roadway	3.750 Miles	
Length of 1 Structure	0.119 Miles	(Exception)
Total Length	3.869 Miles	
Cost of Roadway Per Mile	$139,059.07	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 3,000.00	$ 1,000.00
Roadway	521,471.50	481,000.00	40,471.50
	$525,471.50	$484,000.00	$41,471.50

State Funds for Construction: Chapter 175, laws 1917; Chapter 31, laws 1920; Chapter 529, laws 1939.

State Funds for Maintenance: Chapter 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-82-2(6)28

MULTNOMAH FALLS-DODSON SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 29, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 4,000.00

Type Code 0010
Roadway (Sta. 1257+48.86 to Sta. 1461+50)

Clearing and Grubbing	All Required	$	$ 25,000.00
Drainage Excavation, Unclassified	400 cu. yds.	3.00	1,200.00
Embankment in Place	473,000 cu. yds.	0.63	297,990.00
Extra for Selected Embankment Materials	130,000 cu. yds.	0.25	32,500.00
Sprinkling	470 M-gals.	3.00	1,410.00
Finishing Roadbed and Slopes	3.75 miles	1,200.00	4,500.00
Rounding Cutbanks	3,500 lin. ft.	0.20	700.00
18-inch Concrete Pipe	370 lin. ft.	4.50	1,665.00
24-inch Concrete Pipe	170 lin. ft.	6.00	1,020.00
36-inch Concrete Pipe	10 lin. ft.	10.00	100.00
18-inch Corrugated Metal Pipe	110 lin. ft.	5.00	550.00
24-inch Corrugated Metal Pipe	100 lin. ft.	7.50	750.00
48-inch Corrugated Metal Pipe	45 lin. ft.	25.00	1,125.00
84-inch Corrugated Metal Pipe	80 lin. ft.	53.00	4,240.00
24-inch Half Circle Corrugated Metal Pipe	80 lin. ft.	4.50	360.00
48-inch Half Circle Corrugated Metal Pipe	25 lin. ft.	15.00	375.00
48" - 24" Half Circle Corrugated Metal Pipe Reducer	1 only	175.00	175.00
8-inch Perforated Metal Drain Pipe	220 lin. ft.	2.50	550.00
Special Backfill in Drains	45 cu. yds.	6.00	270.00
Concrete Inlets, Type "D"	1 only	100.00	100.00
			$374,580.00
Flagging (57½% of Contractor's Cost)	All Required		1,500.00
Seeding and Mulching	All Required		10,000.00
Relocate Power Poles by Cascade Locks City Lights	All Required		500.00
	Subtotal		$386,580.00
	10% Engr. &Cont.		38,658.00
	Total		$425,238.00

Length of Roadway	3.750 Miles	
Length of 1 Structure	0.119 Miles	(Exception)
Total Length	3.869 Miles	
Cost of Roadway Per Mile	$113,396.80	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 3,000.00	$ 1,000.00
Roadway	425,238.00	392,000.00	33,238.00
	$429,238.00	$395,000.00	$34,238.00

Oregon State Highway Department

Federal Aid
Project No. I-82-2(6)28

MULTNOMAH FALLS-DODSON SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 9, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 4,000.00

Type Code 0010
Roadway (Sta. 1257+48.86 to Sta. 1461+50)

Clearing and Grubbing	All Required		30,000.00
Drainage Excavation, Unclassified	400 cu. yds.	3.00	1,200.00
Embankment in Place	473,000 cu. yds.	0.66	312,180.00
Extra for Selected Embankment Materials	130,000 cu. yds.	0.25	32,500.00
Sprinkling	470 M-Gals.	3.00	1,410.00
Finishing Roadbed and Slopes	3.75 miles	1,200.00	4,500.00
Rounding Cutbanks	3,500 lin. ft.	0.20	700.00
18 Inch Concrete Pipe	370 lin. ft.	4.50	1,665.00
24 Inch Concrete Pipe	170 lin. ft.	6.00	1,020.00
36 Inch Conrete Pipe	10 lin. ft.	10.00	100.00
18 Inch Corrugated Metal Pipe	110 lin. ft.	5.00	550.00
24 Inch Corrugated Metal Pipe	100 lin. ft.	7.50	750.00
48 Inch Corrugated Metal Pipe	45 lin. ft.	25.00	1,125.00
84 Inch Corrugated Metal Pipe	80 lin. ft.	53.00	4,240.00
24 Inch Half Circle Corrugated Metal Pipe	80 lin. ft.	4.50	360.00
48 Inch Half Circle Corrugated Metal Pipe	25 lin. ft.	15.00	375.00
48" - 24" Half Circle Corrugated Metal Pipe Reducer	1 only	175.00	175.00
8 Inch Perforated Metal Drain Pipe	220 lin. ft.	2.50	550.00
Special Backfill in Drains	45 cu. yds.	6.00	270.00
Concrete Inlets, Type "D"	1 only	100.00	100.00
			$393,770.00
Flagging (57½ of Contractor's Cost)	All Required		1,500.00
Seeding and Mulching	All Required		10,000.00
Relocate Power Poles by Cascade Locks City Lights	All Required		500.00
	Subtotal		$405,770.00
	10% Engr. & Cont.		40,577.00
	Total		$446,347.00

Length of Roadway	3.750 Miles
Length of 1 Structure	0.119 Miles (Exception)
Total Length	3.869 Miles
Cost of Roadway Per Mile	$119,025.86

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 3,000.00	$ 1,000.00
Roadway	446,347.00	412,000.00	34,347.00
	$450,347.00	$415,000.00	$35,347.00

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SEP 21 1958
FOR FILING

I-82-2(6)28
5279

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 17, 1958

SUBJECT

Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Please be advised that we received this date a Special Use Permit from the Mt. Hood National Forest, covering the use by the State Highway Commission of the earth borrow pit extending from Horsetail Creek to Oneonta Creek, which lies on the south side of the Columbia River Highway.

Fred H. Slate Company and E. C. Hall have been advised that they may start at once. The oroginal copy of the Use Permit from the Mt. Hood Ntl. Forest is being delivered to you by L. H. Young this date.

A. G. SKELTON
Division Engineer

AGS:w
cc: Clay Cornett

NOTED
FORREST COOPER

Cooper:
For your information. Original of Permit forwarded to R/w

U
USES - Mt. Hood
Quarries
Earth Borrow Pit - Horsetail Creek
Oregon State Highway Commission
Columbia River Highway
9/16/58

Expires November 30, 1959

SPECIAL USE PERMIT

Mt. Hood National Forest.

Permission is hereby granted to Oregon State Highway Commission

of c/o Division Engineer, P. O. Box 4699, Portland 2, Oregon

hereinafter called the permittee, to use, subject to the conditions set out below, the following-described lands or improvements:

A portion of SW¼, SE¼, and the SE¼, SW¼ of Section 4, T1N, R6E., W.M. lying between Oneonta Creek and Horsetail Creek.

This permit covers approximately 12 acres ~~and/or~~ ~~miles~~ for the purpose of:

Developing an earth and gravel borrow pit, according to the dimensions and specifications shown on the plan which is attached to and made a part of this permit, to remove 250,000 cu. yds. of material for use on the Columbia River Highway.

The exercise of any of the privileges granted in this permit constitutes acceptance of all the conditions of this permit.

1. In consideration for this use, the permittee shall deposit with the Regional Fiscal Agent, Forest Service, No charge - U-11-(1), a check, draft, or money order made payable to the Treasurer of the United States in the sum of _____ dollars ($_____) for the period from _____, 19____, to _____, 19____, and thereafter annually on _____, _____ dollars ($_____). The charges for this use may be readjusted from time to time to place this permit on a basis consistent with the charge to other permittees for like privileges.

see clause 19 attached.

Form FS-632
(Revised 12-1-49)

2. Construction or occupancy and use under this permit shall begin within 2 months, and construction, if any, shall be completed within 2 months, from the date of the permit. This use shall be actually exercised at least 365 days each year, unless otherwise authorized in writing.

3. Development plans; lay-out plans; construction, reconstruction, or alteration of improvements; or revision of layout or construction plans for this area must be approved in advance and in writing by the forest supervisor. Trees or shrubbery on the permitted area may be removed or destroyed only after the forest officer in charge has approved, and has marked or otherwise designated that which may be removed or destroyed. ~~Merchantable timber cut must be paid for by the permittee.~~ Trees, shrubs, and other plants may be planted in such manner and in such places about the premises as may be approved by the forest officer in charge.

4. The permittee shall maintain the improvements and premises to standards of repair, orderliness, neatness, sanitation, and safety acceptable to the forest officer in charge.

5. This permit is subject to all valid claims.

6. The permittee, in exercising the privileges granted by this permit, shall comply with the regulations of the Department of Agriculture and all Federal, State, county, and municipal laws, ordinances, or regulations which are applicable to the area or operations covered by this permit.

7. The permittee shall take all reasonable precautions to prevent and suppress forest fires. No material shall be disposed of by burning in open fires during the closed season established by law or regulation without a written permit from the forest officer in charge or his authorized agent.

~~8. The permittee shall exercise diligence in protecting from damage the land and property of the United States covered by and in connection with this permit, and shall pay the United States for any damage resulting from negligence or from the violation of the terms of this permit or of any law or regulation applicable to the national forests by the permittee or by any agents or employees of the permittee acting within the scope of their agency or employment.~~ See Clause 15.

9. The permittee shall fully repair all damage, other than ordinary wear and tear, to national forest roads and trails caused by the permittee in the exercise of the privilege granted by this permit.

10. No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this agreement or to any benefit that may arise herefrom unless it is made with a corporation for its general benefit.

11. Upon abandonment, termination, revocation, or cancellation of this permit, the permittee shall remove within a reasonable time all structures and improvements except those owned by the United States, and shall restore the site, unless otherwise agreed upon in writing or in this permit. If the permittee fails to remove all such structures or improvements within a reasonable period, they shall become the property of the United States, but that will not relieve the permittee of liability for the cost of their removal and restoration of the site.

12. This permit is not transferable. ~~If the permittee through voluntary sale or transfer, or through enforcement of contract, foreclosure, tax sale, or other valid legal proceeding shall cease to be the owner of the physical improvements situated on the land described in this permit and is unable to furnish adequate proof of ability to redeem or otherwise reestablish title to said improvements, this permit shall be subject to cancellation. But if the person to whom title to said improvements shall have been transferred in either manner above provided is qualified as a permittee and is willing that his future occupancy of the premises shall be subject to such new conditions and stipulations as existing or prospective circumstances may warrant, his continued occupancy of the premises may be authorized by permit to him if, in the opinion of the forest supervisor, issuance of a permit is desirable and in the public interest.~~

13. In case of change of address, the permittee shall immediately notify the forest supervisor.

14. The temporary use and occupancy of the premises and improvements herein described may not be sublet by the permittee to third parties without the prior written approval of the forest supervisor and the permittee shall continue to be responsible for compliance with all conditions of this permit by persons to whom such premises may be sublet.

15. This permit may be terminated upon breach of any of the conditions herein or at the discretion of the regional forester or the Chief, Forest Service.

16. In the event of any conflict between any of the preceding printed clauses or any provision thereof and any of the following clauses or any provision thereof, the preceding printed clauses will control.

17. This permit is subject to the conditions set forth above and to conditions in clauses 18 to 23 attached hereto and made a part of this permit.

Date Sept 1st 1955

(Signature of issuing officer)

Acting Forest Supervisor

(Title)

18. The permittee agrees to take all reasonable precaution to avoid damage to property and resources of the United States, and diligently to undertake suppression action in the event of fire resulting from exercise of the privilege herein granted.

19. Free use of earth and gravel from the borrow pit is granted on the premise that the material will be made available by the permittee to a contractor for the Columbia River Highway construction project at an appraised value of ten cents ($.10) per cubic yard.

As a condition of this permit, and to provide evidence of the negotiation of a price adjustment with the contractor, the permittee shall furnish a letter of certification or some other appropriate document to the Regional Forester stating that the contractor's price for the completed construction job does not include a cost for purchased fill material from this borrow area.

20. This permit does not authorize storage of explosives on National Forest land.

21. This permit does not allow a construction camp on the permitted area, nor does it allow contractors or subcontractors to use National Forest camp facilities for residence purposes. A watchman shelter may be erected at the area subject to advance approval of the District Ranger.

The permittee shall assure that adequate sanitary facilities are constructed and maintained at the area for the duration of the permit.

22. If there is merchantable timber to be removed from National Forest land, the permittee shall cut it in accordance with specifications listed below. Such timber shall remain in the ownership of the United States and will be disposed of by the District Ranger.

a. All merchantable timber shall be felled in a manner that avoids breakage as much as possible. Trees shall be bucked into log lengths, not less than 8 ft. long or more than 40 ft. long, provided that to each log length not less than 8 inches and not more than 12 inches shall be added for trim.

b. All merchantable logs shall be placed in decks at a point accessible to logging trucks.

23. The permittee shall excavate the pit in a manner which will protect and retain a screen of cottonwood and willow trees along the north and south sides of the excavation. The bottom of the borrow pit

23. (continued)

will be at a low elevation between Horsetail and Oneonta Creek, and it is anticipated that a lake will exist in this pit during most of the year. Upon the close of operations, the permittee shall assure that this lake will have inlet and outlet openings at sufficiently low levels to prevent the stagnation of water and the entrapment of fish during periods of lowest water.

Upon the cessation of operations the permittee shall trim up the sides of the borrow area, sloping the banks as indicated on the plan and shall plant fast growing trees on areas of exposed soil to restore a natural appearance as rapidly as possible. A planting plan shall be prepared by the permittee at the close of operations in order to organize an economical and effective planting job and it shall be approved by the District Ranger.

I(we) have read the foregoing permit and agree to accept and abide by its terms and conditions.

OREGON STATE HIGHWAY COMMISSION

By:_____

Date_____ _____

1350+00

1355

5 Channel Box Culv

Horsetail Falls

R/W Line

Oneonta Crk

Union Pacific Railroad

Sec 4 T1N R6E

Sec 9 T1N R6E

PROPOS

Approx.

Top

Multnomah Falls - Dodson Section

Columbia River Highway

1360

1361+085 P.S.

1363+085 P.S.C.

1365

Existing Columbia River Highway

Detail Falls Creek

50'

PROPOSED BORROW AREA

Approx. Toe of Slope

Slope 3:1

Approx. Elev. 52

Top of 3:1 Slope

U.S. Forest Department

150'

1370

1365

1363 + 08 SPS.C.

Forest Department

1350+00

1355

Horsetail Falls

R/W Line

Oneonta Crk

Union Pacific Railroad

Sec 4 T1N R6E
Sec 9 T1N R6E

Multnomah Falls - Dodson Section
Columbia River Highway
Scale 1" = 100'
Proposed Borrow Pit

1360

Existing Columbia River Highway

Creek

.05

RIW

posed Borrow Area

ox. Toe of Slope

Slope 5:1

Approx. Elev. 59

5:1 Slope

U.S. Forest Depar

150'

U.S. Forest Department

R/W line

50

S. Forest Department

RECEIVED
SEP 10 1958
FOR FILING

I-82-2(6):1
5279

September 9, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County, Contract No. 5279, in connection with Federal Aid Project No. I-82-2(6)23.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Enclosures

DBP:lmw

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. S. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 4th, 1958

Mr. Leonard A. Runkle
E. C. Hall Co.
11655 S. W. Barbur Blvd.
Portland 23, Oregon

Multnomah Falls-Dodson
Columbia River Highway
Contract #5279

Dear Sir:

I am forwarding herewith price agreement which incorporates the gist of the several conversations between yourself and Mr. Cooper relating to the use of the borrow pit between Horsetail Creek and Oneonta Creek on the subject-named job. We have not as of this date secured a permit from the Forest Service for the use of this area; however, it is anticipated that the first of the coming week such permit will be granted. This price agreement, of course, will only be effective with the granting of this permit by the Forest Service.

Will you please execute the price agreement and return to this office for further processing.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY:AR
Enc.

cc to: Forrest Cooper

FILED
FORREST COOPER

RECEIVED
SEP 4 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FRED H. SLATE CO.
OREG. LTD.
7805 S.W. 40TH AVENUE
PORTLAND 19, OREGON
CHERRY 4-1112

SKILL, INTEGRITY RESPONSIBILITY

E. C. HALL CO.
11655 S.W. BARBUR BLVD.
PORTLAND 23, OREGON
MERCURY 9-1116

FRED H. SLATE CO. & E. C. HALL CO.
GENERAL CONTRACTORS
In reply address correspondence to:

7805 S. W. 40th Avenue
Portland 19, Oregon
August 29, 1958

Re: Contract No. 5279
Multnomah Falls-Dodson Section
Columbia River Highway

Oregon State Highway Commission
Department of Highways
Salem, Oregon

Attention: Mr. Forrest Cooper

Gentlemen:

Confirming our telephone conversation of this date regarding borrow pit near Oneota Creek, we wish to make the following proposals:

1. Pay the Oregon State Highway Commission ten cents (10¢) per cubic yard for all material from the pit that is used for construction of embankment on above numbered Project.

2. To assume cost of clearing of the pit site at no cost to the State of Oregon.

3. To leave the pit in condition in conformance to the specifications for the project; specifically, section regarding General Requirements for Development and Use of Sources, paragraphs 1, 3, 4 and 5, or to the satisfaction of the Resident Engineer.

Very truly yours

FRED H. SLATE CO. & E. C. HALL CO.

Leonard A. Runkle
Partner

RECEIVED
SEP2 1958
OREGON
STATE HIGHWAY COMMISSION

CONSTRUCTION DIVISION
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SEP - 2 1958
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cc: Clay Cornett

NOTED
FORREST COOPER

RECEIVED
AUG 22 1958
FOR FILING
5279

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 18, 1958, on Contract No. 5279, Multnomah Falls-Dodson Section, in Multnomah County, in connection with Federal Aid Project No. I-82-2(6)28.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mas

FORM B-122 SH 4-58

RECEIVED
AUG 15 1958
STATE HIGHWAY DEPT.

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5279

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Aug. 15, 1958

Fred H. Slate Co., Oreg. Ltd.,
and E. C. Hall Co.
7805 S. W. 40th Ave.
Portland 19, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5279, awarded Aug. 1, 1958, for grading on the Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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AUG 25 1958
FOR FILING

I-2-2(1)-7

5279

August 1, 1958

Fred H. Slate & E. C. Hall Company
7805 S. W. 40th Avenue
Portland 19, Oregon

Gentlemen:

The State Highway Commission on June 19, 1958 accepted your proposal for grading on the Multnomah Falls-Dodson Section of the Columbia River Highway in Multnomah County for the sum of $462,065 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5279.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1200 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 1, 1958

Fred H. Slate & E. C. Hall Co.
7805 S. W. 40th Avenue
Portland 19, Oregon

Gentlemen:

Contract for Multnomah Falls-Dodson Section of Columbia River Highway, Multnomah County for which you submitted low bid on June 17, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting (5003 900)
C. W. Head
Files

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED
AUG 5 1958
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-82-2(6)=P

When replying, refer to
08-35.4-O

5279

August 1, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-82-2(6)28, Multnomah Falls-Dodson Section of the Columbia River Highway, we hereby concur as of this date in award of contract No. 5279 to Fred H. Slate Co. & E. C. Hall Co. of Portland, Oregon, low bidder in the amount of $462,065.00 at the June 17, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
AUG 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1958
FOR FILING

I 82-2(6)28

5279

August 1, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Multnomah Falls-Dodson Section of the Columbia River Highway (Interstate Route 2) in Multnomah County, Project I-82-2(6)28, to the Fred H. Slate Co. and E. C. Hall Co. of Portland, Oregon, on the basis of the bid of $462,065.00 submitted on June 17, 1958.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:bb

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JUL 11 1958
FOR FILING
7-ED-3442
3479

July 11, 1958

Fred H. Slate Co. and
E. C. Hall Co.
7805 S. W. 40th Avenue
Portland 19, Oregon

Gentlemen:

We are sorry to have to tell you that we were unsuccessful in our efforts to obtain Bureau of Public Roads approval of an award of contract for the Multnomah Falls-Dodson Project in advance of acquisition of the three remaining small parcels of right of way. Therefore the award of contract will have to be held until about August 1st.

Thank you just the same for your letter of July 7 consenting to accept the award of contract with restrictions on rights of entry, had an award on that basis been possible.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

FRED H. SLATE CO.
OREG. LTD.
7805 S.W. 40TH AVENUE
PORTLAND 19, OREGON
CHERRY 4-1112

SKILL, INTEGRITY RESPONSIBILITY

E. C. HALL CO.
11655 S.W. BARBUR BLVD.
PORTLAND 23, OREGON
MERCURY 9-1116

FRED H. SLATE CO. & E. C. HALL CO.
GENERAL CONTRACTORS
In reply address correspondence to:
7805 S. W. 40th Avenue
Portland 19, Oregon

July 7, 1958

Cooper

Re: MULTNOMAH FALLS-DODSON PROJECT

Oregon State Highway Department
Salem, Oregon

Attention: W. C. Williams
State Highway Engineer

Gentlemen:

With reference to the above project on which our joint venture was low bidder, we hereby offer to accept award of contract with the understanding that right of entry are pending on that portion of the project East of Station 1430. We further agree not to enter such affected portion of the project until such time as rights of entry are obtained.

No claim for compensation for delay and extra expense by reason of right of entry being withheld on said portion East of Station 1430 will be made.

Very truly yours

FRED H. SLATE CO. & E. C. HALL CO.

Elton D. Slate

Elton D. Slate
Partner

RECEIVED
JUL 8 ...
OREGON
STATE HIGHWAY ...

AEH:cs

Probert

NOTED
FORREST COOPER

FORM E30—80M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1958

SUBJECT: Multnomah Falls-Dodson Section
Columbia River Highway
Multnomah County
Files 28041 - 28129 - 28130

To: Mr. S. H. Probert
Office Engineer
O F F I C E

Three parcels of right of way, covered by files 28041, 28129, 28130, are required for the above project. These parcels have been outlined in red on the attached drawing. The parcels are situated at the extreme easterly end of the project, and are contained within a distance of approximately 3,000 feet.

As this project is approximately 4 miles in length, it would appear feasible to attempt to secure the Bureau of Public Roads's approval for awarding this contract, prior to the completion of this right of way acquisition. The Commission has passed Resolutions authorizing condemnation on this property, if such should be necessary, and it will all be under option or under condemnation within the next 30 days.

We have been somewhat delayed in this right of way job, as it hit us at a time when all our appraisers were involved in other work, and it is because of our inability to get the appraisal work completed, that negotiations have been delayed.

If you need further information, we will supply it upon request.

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)
Enclosure
Map

RECEIVED
JUL 11 1958
FOR FILING
OREGON DISTRICT

File I-82-2(6)28

08-35.1

5279

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

July 9, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Multnomah Falls-Dodson Section
Columbia River Highway
Project I-82-2(6)28

Dear Sir:

Reference is to your July 8, 1958 letter requesting our concurrence in award of contract of the above project prior to acquisition of some three parcels of right-of-way.

We have carefully reviewed the justification you presented for award of contract. In our opinion, however, the justification offered fails to meet the criterion expressed in numbered paragraph 1 of Deputy Commissioner F. C. Turner's April 28, 1958 memorandum. Accordingly, we must withhold concurrence in award until (1) all rights-of-way have been acquired or (2) until additional and more satisfactory evidence, concerning the urgent need for advancing the project to the actual construction stage, is submitted.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
JUL 9 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL - 1958
FOR FILING

I-82-2(6)28
279

July 8, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Multnomah Falls-Dodson Section of the Columbia River Highway (Interstate Route No. 82) in Multnomah County, Project I-82-2(6)28, to Fred H. Slate Co. and E. C. Hall Co. of Portland, Oregon, on the basis of the bid of $462,065.00 submitted on June 17, 1958.

With the exception of three tracts located near the east end of the project, all rights of entry required for this contract are acquired and all rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

The tracts not yet acquired are the following:

Name of Owner	File No.
Bucher	28,041
Wallner	28,129
Doleval	28,130

The circumstances involved in the case and which, in our opinion constitute justification for the award of the contract in advance of the acquisition of the three tracts mentioned, are these:

1. Advance of the construction season makes it urgent that the project be advanced to the construction stage at earliest time possible.

2. Inability to occupy and use the portion of right of way that has not already been acquired will not seriously interfere with the economical and orderly prosecution of the work on the other 85 per cent of the project.

3. The tracts for which rights of entry remain to be obtained are all within the portion of the project which is between Station 1430 and the easterly end of the project (Station 1461+50). The length of this portion is 0.6 mile. The total length of the project is 3.87 miles.

4. Acquisition of the tracts involved has been delayed by our not having been able to obtain required appraisals as quickly as expected and by the fact that it may be necessary to resort to condemnation.

5. Rights of entry to the portions of right of way remaining to be acquired is expected to be obtained not later than July 31, 1958.

6. The contractor to whom the award is to be made has agreed to avoid entry upon the right of way concerned until rights of entry are obtained, as is evidenced by copy of letter attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

RECEIVED
JUL 8 - 1958
FOR FILING

5277

7805 S. W. 40th Avenue
Portland 19, Oregon

July 7, 1958

Re: MULTNOMAH FALLS-DODSON PROJECT

Oregon State Highway Department
Salem, Oregon

Attention: W. C. Williams
State Highway Engineer

Gentlemen:

With reference to the above project on which our joint venture was low bidder, we hereby offer to accept award of contract with the understanding that right of entry are pending on that portion of the project East of Station 1430. We further agree not to enter such affected portion of the project until such time as rights of entry are obtained.

No claim for compensation for delay and extra expense by reason of right of entry being withheld on said portion East of Station 1430 will be made.

Very truly yours

FRED H. SLATE CO. & E. C. HALL CO.

Elton D. Slate
Partner

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JUL 8 1958
OREGON
STATE HIGHWAY COMMISSION

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Check + 1 copy to SHP

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July 2, 1958

Fred H. Slate Co. and
E. C. Hall Co.
7805 S. W. 40th Ave.
Portland 19, Oregon

Gentlemen:

As we are experiencing difficulties in acquiring rights of way for the east end of the Multnomah Falls-Dodson Project, we are asking the Bureau of Public Roads to concur in the award of contract for the construction before the acquisition is entirely completed. Such concurrence by the BPR can be given only if we have a letter from the successful bidder offering to accept the award of contract, when tendered, with the understanding that he will not enter upon the affected part of the project until the rights of entry are obtained and that he will ask for no compensation for the delay and extra expense, if any, that he may be subjected to by reason of his having been withheld from entry.

If you would be willing to give us such a letter, we think that the BPR may permit the award of contract some three weeks earlier than otherwise.

The part of the project affected by this arrangement is the part east of Station 1430. We are confident that right of entry can be acquired by not later than August 1, 1958, but your letter, if you elect to submit one, should not, if it is to be effective with the BPR, place any limit on the time within which right of entry is to be given.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:hh
cc: S. H. Probert
Tom Edwards
R. L. Porter

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FOR FILING
OREGON DISTRICT
I-82-2(6)28
08-35.1
5277

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 1, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-82-2(6)28
Multnomah Falls-Dodson Section of
The Columbia River Highway

Dear Sir:

Reference is to your June 26, 1958 letter requesting our concurrence in award of contract on the above project to the low bidder whose bid exceeded the engineer's estimate by 17.3%.

You state that the increase in cost is due to a request by the Bureau that no borrow source be designated and as a result the property owner owning the most feasible source quoted a price of 12 1/2 cents per cubic yard to all contractors as against your estimated cost of 2 cents per cubic yard. In order that the record will be clear the Bureau has never issued any instructions making it mandatory for contractors to acquire their own sources of borrow. We only stated that mandatory use of State furnished borrow pits could not be approved except in exceptional cases.

At a joint State-BPR meeting in your office on June 28, the propriety of this award as well as the related subject of borrow pits was discussed in some detail. Following the meeting the Regional Engineer concurred in my recommendation for concurrence in award to the low bidder. This action, however, must await your certification that rights-of-way have been acquired.

Concerning the general subject of borrow pit use or acquisition, the discussion brought out the need for some correction of present specifications and procedures, not only in the interests of economy but also to avoid quite probable public criticism. We believe some progress was

Initial

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FORREST COOPER

made toward devising a procedure whereby State controlled sources could be made available to contractors without the State assuming the financial risk of outright purchase should the contractor elect to secure his own source. We sincerely trust you will explore this or other possible solutions to the utmost. We assure you of our full cooperation short of violating Washington office rulings.

Very truly yours,

C. G. Polk
Division Engineer

By:

W. F. Bester
Acting Division Engineer

RECEIVED
JUL 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 27 1958
FOR FILING

I-2-1.C(2)
5077

June 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

At the June 19-20 Highway Commission meeting consideration was given to bids received on June 17 for the grading construction of the Multnomah Falls-Bodson Section of the Columbia River Highway in Multnomah County. The low bid for this project was received by Fred H. Slate Co. and E. C. Hall Co. in the amount of $462,065. The second low bid was that of Kuckenberg Construction Co., Inc., Portland - $464,844. The third low bid, by Rogers Construction, Inc., Portland, was in the amount of $518,457.50. Our estimate on this project is $393,770.

A study of the bids indicates that the principal item of overrun was Embankment in Place, the gross amount being 473,000 cubic yards. Our estimate of this item was 66 cents per cubic yard. The low bid (Slate and Hall) was 75 cents per cubic yard.

Bids for this item were taken on the basis that the contractor would have to furnish his own material source, and it is quite obvious that our estimate was too low on this basis. Eight bids were received for the project, all from reliable and substantial contractors. One other bidder (Rogers) bid 75 cents, and the second low bidder, Kuckenberg Construction Co., Inc., bid 85 cents. The high bid for the item was $1.29. The low bid exceeded the Engineer's estimate by 17.3 per cent, caused, as stated above, largely by the overrun in the item "Embankment in Place". The estimate for this project was made on the basis that the Highway Commission will provide a borrow source without cost to the contractor, which we estimated at 2 cents per yard. It has been estimated that this source could have been secured for $3,000; however, at the request of the Bureau of Public Roads no borrow source was designated, making it mandatory for bidders to acquire their own source. The property owner owning the most feasible source quoted all contractors a royalty price of 12½ cents per cubic yard; hence the substantial overrun in this item.

While the securing of borrow material is being done in accordance with strict Bureau policy over repeated protests by this Department, we still feel that it is a waste of public funds, and the instant case certainly bears us out. While we do not agree that this is the best or most economical procedure, we have no alternative but to ask Bureau concurrence in the award of this project based on the procedures established by the Bureau of Public Roads and on the further basis that our estimate was definitely in error under this procedure. We feel quite certain that in this case a lower bid can not be obtained by further advertising. Also we would not be able to procure the source now even by condemnation at a reasonable price inasmuch as a tentative value has been established.

We respectfully request your concurrence in award of the contract to the low bidder.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. S. H. Probert

FC:me fn

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JUN 19 1958
FOR FILING

I-82-3(6)28

6271

Salem, Oregon
June 18, 1958

Mr. W. C. Williams

Bids on grading, Multnomah Falls-Dodson Section, Columbia River Highway

At the bid opening yesterday, the proposals for the Multnomah Falls-Dodson Section of the Columbia River Highway went 17.3 percent over our estimate. Our estimate was $393,770 and the low bid submitted by Fred H. Slate was $462,065.

The overrun of our estimate was almost entirely due to the price bid for embankment in place in which we had an estimate of 0.66 cent per cubic yard and the Slate bid was 0.75 cent per cubic yard. I understand that the higher price for embankment was due to the fact that the owner of the property to be used as a borrow pit was quoting a price of 12½ cents per cubic yard for royalty. This 12½ cents applied to the 473,000 cubic yards amounts to $59,125. In making up our estimate on this project, our Cost Department used a figure of two cents per cubic yard royalty, or a cost of $9,460.

I am advised by our Right of Way Department that the entire borrow pit site of approximately 30 acres could have been purchased along with the right of way for about $100 an acre, or $3,000. Such purchase of property could not be made now as the news has gotten around that property owners will charge all the traffic will bear.

I have not shown any recommendation on the bid tabulation for this project but I would recommend that we reject all bids and purchase a borrow pit source even though the Bureau will not cooperate in the cost of the borrow pit. The ten percent of State cooperation on the excessive amount demanded for royalty is more than the entire cost of the borrow pit.

GSP:gm

G. S. Paxson

FORM S-30 20M 9-51 58315

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FOR FILES
I-82-4(1)28

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1958

5279

To: W. E. Williams

SUBJECT: Estimate on the
Multnomah Falls-Dodson Section

Att: G. S. Paxson

In reply to your request an explanation is hereby made of the descrepency in the unit price bid and that estimated on Item 3 (Embankment in Place) on the Multnomah Falls-Dodson Section grading project for which bids were opened June 17th.

In estimating the item the acquisition of the borrow area was figured in at $10,000.00 or approximately two cents per yard. It was learned too late that the royalty on this material would be twelve and one half cents for a total cost of $59,125.00.

Had this office known that such an exorbitant price would be placed on this borrow the bid item estimate would have been increased another ten cents which would have added $47,300.00 to the total figure. This would have placed our estimate within less than 5% of the low bid.

M. N. Juve
Chief Cost Analyst

cc Tom Edwards

NOTED
G. S. PAXSON

NOTED
FORREST HOOPER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENTAL CORRESPONDENCE

SUBJECT: Estimate on the Multnomah Falls-Dodson Section

To: W. E. Williams

Attn: G. S. Paxson

L.

In reply to your request an explanation is hereby made of the descrepancy in the unit price bid and that estimated on Item 3 (Embankment in Place) on the Multnomah Falls-Dodson Section grading project for which bids were opened June 17th.

In estimating the item the acquisition of the borrow area was figured in at $20,000.00 or approximately two cents per yard. It was learned too late that the royalty on this material would be twelve and one half cents for a total cost of $59,125.00.

Had this office known that such an exorbitant price would be placed on this borrow the bid item estimate would have been increased another ten cents which would have added $47,500.00 to the total figure. This would have placed our estimate within less than 5% of the low bid.

M. M. Juve
Chief Cost Analyst

cc Tom Edwards ✓

CONSTRUCTION DIVISION
RECEIVED
JUN 18 1958
NOTED-- CE ACE ACE ODE

FORM E-125X 50M 7/56

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 19, 1958

Pacific Telephone and Telegraph Company
509 S.W. Oak
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustments
Multnomah Falls-Dodson Section
Columbia River Highway
Multnomah County

Gentlemen:

Bids on the above titled project were received on June 17, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as promptly as possible.

The adjustments involve the lowering of a buried cable through the Dodson Interchange and the relocation of contacts on power poles along the southerly side of the old highway between Stations "P" 1430 and "P" 1447. The buried cable is on State right of way under the terms of Permit No. 1094, dated August 4, 1938, and the power line is on State right of way under permit. It, therefore, will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. Clay Cornett, Box 1991, Troutdale, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. G. Skelton
Mr. Clay Cornett

RECEIVED
JUN 20 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-133X 50M 1-58

RECEIVED
JUL 9 1958

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

I 82-2(6) 28
E2:71

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 18, 1958

Cascade Locks City Light
Municipal Building
Cascade Locks, Oregon

Re: Cascade Locks City Light
Power Line Adjustments
Multnomah Falls-Dodson Section
Columbia River Highway
Multnomah County

Gentlemen:

Bids on the above titled project were received on June 17, 1958, and some of your facilities must be adjusted in order to accommodate the highway construction.

The adjustments are as follows:

A line along the northerly side of the existing road between Stations 1257+50 and 1331 must be moved. The existing line is on State right of way under the terms of Permit No. 3563, dated March 16, 1951.

A line along the southerly side of the existing road between Stations "D" 1429 and "D" 1452 must be moved. The existing line is on State right of way under the terms of Permit No. 3269, dated January 5, 1950.

A service pole near Station "D" 1445 must be removed. This pole is on private property as part of the service agreement. It is the obligation of the State to reimburse the city for the removal of this service pole.

It will be your obligation to make the changes covering the facilities occupying State highway right of way under permits granted to you, and it will be the obligation of the Highway Commission to reimburse you for the removal of the service pole which is on private property.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a

copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. Your final billing also should be sent to him. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. Clay Cornett, Box 1991, Troutdale, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. D. J. Barbee
Mr. A. G. Skelton
Mr. Clay Cornett

RECEIVED
JUN 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA020 =(15)=

PR LLC014 PD AR=PORTLAND ORG 16 645AMP=
1958 JUN 16 AM 7 50
W C WILLIAMS=
OREGON STATE HIGHWAY DEPT SALEM ORG=

REFER MULTNOMAH FALLS DODSON PROJECT PARAGRAPH 4 AND 5 PAGE FIVE SPECIAL PROVISION. IS THE INTENT HERE TO REQUIRE SCREENING OR SCALPING OF NATURALLY OCCURING LOCAL MATERIALS OR THE SELECTION OF NATURALLY OCCURRING LOCAL MATERIALS BEST SUITED FOR PURPOSE INDICATED OR WHAT IS THE INTENT ?=
J N CONLEY 8918 SE FOSTER:

NOTED
G. S. PAYSON

Edwards talked to Conley by phone

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JUN 1958
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35.4

June 2, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-82-2(6)28
Multnomah Falls-Dodson Section
Columbia River Highway

Dear Sir:

We have today approved the P. S. and E. documents for subject project. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
JUN 1 1958
ENGINEER

RECEIVED
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FOR FILING

I 82-3(6)28
08:35
E379

April 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Mr. Edward's letter of April 21, 1958 containing justification for abandonment of the free location on the east portion of the Multnomah Falls - Dodson section of the Columbia River Highway. Since the free location will cost $497,900 more than the 16 ft. median design, over a section of road only 2½ miles long, we will approve the use of the 16 ft. median.

Very truly yours,

C. G. Polk
Division Engineer

FILED
ORVILLE COOPER

Chas. A. Edwards.

FORM E-123X 50M 5-57

RECEIVED
APR 23 1958
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

I-84-4(2)
5 of 7

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
April 21, 1958

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
O f f i c e

Dear Sir:

The following is a brief resume of the cost of major items on the Multnomah Falls-Dodson Unit of the Columbia River Highway in justification of our abandonment of the free location on this section.

Item	FREE LOCATION Quantity	Cost	16' MEDIAN Quantity	Cost	Difference
Borrow Excavation	939,000	$375,600	266,600	$106,640	+$268,960
Truck Haul on Borrow	1,300,000	286,000	269,000	125,180	+ 160,820
Median Barrier	300	1,350	10,700	48,150	- 46,800
Guard Rail	20,800	62,400	10,700	32,100	+ 30,300
Concrete Box		29,620			+ 29,620
Surfacing (A.C. Pavement)		42,900		72,000	- 29,000
Dodson Overcrossing Structure		291,000		207,000	+ 84,000
					+$497,900

The large increase in "Borrow Excavation" is due to the 16' median section being placed upon the previous hydraulic embankment construction, with the free location being a complete hill section on much lower ground. It follows that the truck haul would increase proportionately.

The Dodson Overcrossing structure needs to be longer due to a flatter angle of intersection with the Union Pacific Railroad on the free location alignment.

I believe that the other items are self-explanatory. We therefore request approval of the 16' median.

Tom Edwards
Construction Engineer

RECEIVED
APR 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

VDW:fp

cc to: Forrest Cooper

S-65(5) Hillsboro-Campbell Br. Sec. 1958

#5280

RECEIVED
JUN - 3 1960
FOR FILING

Project reference number
5280

Form 2A (5-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State: Oregon
County: Washington
Project number: S-65(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 26, 19 58, is hereby modified as follows:

Revised estimated total cost of project $ 353,517.00

Revised Federal funds $ 215,524.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 1 day of June, 19 60.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

USComm-DC 11170

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.5

408 State Highway Building
Salem, Oregon

May 27, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed modification of a Federal-aid project agreement for the following project:

S-65(5) Hillsboro-Campbell Bridge Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

Encl.

RECEIVED
OREGON
STATE HIGHWAY ENGINEER

May 31, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Hillsboro-Campbell Bridge Section, Project No. S-65(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

RECEIVED

Contract 5280

Monthly Transaction No.	Form 2 (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	to Oregon
FOR FILING 9-23		County Washington
Project Report No. 4 (5)	FEDERAL-AID PROJECT AGREEMENT	Project No. S-65(5)

5280 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Hillsboro-Campbells Bridge Section - Approx. 1 mile south of Hillsboro to 0.2 mile south Junction FAS 626 on State Highway No. 140.**

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering	3-11-58	----
Rights-of-Way		
Construction	3-11-58	4.035
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$319,413.00	$ 197,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
C. G. FOLK
Division Engineer

Date executed by Division Engineer **August 26, 1958**

USComm-DC 40257

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Hillsboro-Campbells Bridge Section, Project No. S-65(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
State

August 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Hillsboro-Campbell Bridge Section, Project No. S-65(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:mfh

Oregon State Highway Department

Federal Aid Secondary
Project No. S-65(5)

HILLSBORO-CAMPBELL BRIDGE SECTION OF THE

HILLSBORO-SILVERTON HIGHWAY IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 7, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 4,000.00

Type Code 6201
Roadway (Sta. 80+00 to Sta. 293+00.81)
(Contract No. 5280)

Clearing and Grubbing	All Required	$	$ 10,000.00
Drainage Excavation, Unclassified	700 cu. yds.	3.00	2,100.00
Special Borrow Excavation, Unclassified	14,200 cu. yds.	1.00	14,200.00
General Excavation, Unclassified	73,000 cu. yds.	0.30	21,900.00
Short Overhaul	201,000 yd. sta.	0.02	4,020.00
Long Overhaul	23,600 C-yd. sta.	0.10	2,360.00
Finishing Roadbed and Slopes	4.01 miles	500.00	2,005.00
Rounding Cuts	1,800 lin. ft.	0.20	360.00
18-inch Corrugated Metal Pipe	110 lin. ft.	5.00	550.00
12-inch Concrete Pipe	1,900 lin. ft.	2.00	3,800.00
18-inch Concrete Pipe	1,090 lin. ft.	3.50	3,815.00
24-inch Concrete Pipe	40 lin. ft.	5.00	200.00
30-inch Concrete Pipe	34 lin. ft.	7.00	238.00
1½-inch Galvanized Water Pipe	240 lin. ft.	1.50	360.00
Metal Rail	660 lin. ft.	3.00	1,980.00
Metal Sight Posts, Double Reflector	110 only	4.00	440.00
Coarse Crushed Material in Base	44,700 tons	1.90	84,930.00
3/4" - 0 Material in Base	9,100 tons	2.00	18,200.00
Sprinkling	1,030 M-gals.	2.00	2,060.00
Asphaltic Concrete Mixture	10,600 tons	3.80	40,280.00
85-100 Asphalt in Mixture	640 tons	32.00	20,480.00
Extra for Asphaltic Concrete Approaches	70 only	20.00	1,400.00
Preparation of Base	4.01 miles	150.00	601.50
3/4" - 0 Material in Binder Course	650 tons	3.00	1,950.00
Furnishing and Placing Aggregates	1,120 tons	3.50	3,920.00
RC-3 Asphalt	80 tons	41.00	3,280.00
120-150 Asphalt	70 tons	37.00	2,590.00
RS-1 asphalt	24 tons	45.00	1,080.00
			$256,179.50

Flagging (57½ of Contractor's Cost)	All Required		$256,179.50 500.00
	Subtotal		$256,679.50
	10% Engr. & Cont.		25,667.95
	Total		$282,347.45

Type Code 2021
Campbell Bridge (Sta. 284+07.50 to Sta. 285+32.50)
(Contract No. 5280)

Furnish Treated Timber Piling	1,750 lin. ft	$ 2.00	$ 3,500.00
Drive Timber Piles	42 only	70.00	2,940.00
Class "A" Concrete	171 cu. yds.	80.00	13,680.00
Metal Reinforcement	50,000 lbs.	0.17	8,500.00
Treated Timber in Place	3.0 M-FBM	350.00	1,050.00
8-inch Metal Drain Pipe	65 lin. ft.	6.00	390.00
	Subtotal		$ 30,060.00
	10% Engr. & Cont.		3,006.00
	Total		$ 33,066.00

Length of Roadway	4.012 Miles
Length of Structure	0.023 Mile
Total Length	4.035 Miles
Cost of Roadway Per Mile	$70,375.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 2,400.00	$ 1,600.00
Roadway	282,347.45	174,700.00	107,647.45
Structure	33,066.00	20,400.00	12,666.00
	$319,413.45	$197,500.00	$121,913.45

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1930; Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

RECEIVED
NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS

Hillsboro-Campbell Bridge Structure, Grading and Paving
Contract No. 5280
Contractor: Warren Northwest Co.
Resident Engineer: James W. Cochell

W. C. Williams
RECEIVED
APR 14 1960
OFFICE OF
STATE HIGHWAY ENGINEER

April 8, 1960

Prefix 134-1008
Project S-65(5)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	10,000.00		10,000.00	10,000.00
Drainage Excavation	503.6	Cu. Yd.	3.00	3.00	1,510.80	1,510.80
Special Borrow Excavation	4,049.3	Cu. Yd.	1.00	1.00	4,049.30	4,049.30
General Excavation	77,265.7	Cu. Yd.	0.30	0.30	23,179.71	23,179.71
Short Overhaul	224,461.9	Yd. Sta.	0.02	0.02	4,489.24	4,489.24
Long Overhaul	39,217.16	C-Yd. Sta.	0.40	0.40	15,686.86	15,686.86
Finish R.B. & Slopes	4.01	Mile	500.00	500.00	2,005.00	2,005.00
Rounding Cutbanks	1,800	Lin. Ft.	0.20	0.20	360.00	360.00
18" Corr. Metal Pipe	130	Lin. Ft.	5.00	5.00	650.00	650.00
12" Concrete Culvert Pipe	1,909	Lin. Ft.	2.00	2.00	3,818.00	3,818.00
18" Concrete Culvert Pipe	1,162	Lin. Ft.	3.50	3.50	4,067.00	4,067.00
24" Concrete Culvert Pipe	32	Lin. Ft.	5.00	5.00	160.00	160.00
30" Concrete Culvert Pipe	32	Lin. Ft.	7.00	7.00	224.00	224.00
1-1/2" Galv. Water Pipe	280	Lin. Ft.	1.50	1.50	420.00	420.00
Metal Guard Rail	650	Lin. Ft.	3.00	2.45	1,592.50	1,950.00
Metal Sight Posts Dbl. Reflector	146	E ch	4.00	3.75	547.50	584.00
Coarse Cr. Mat'l in Base	46,031	Ton	1.90	1.80	83,125.73	87,458.90
3/4"-0 Cr. Mat'l in Base	11,251.45	Ton	2.00	1.94	21,881.23	22,502.90
Sprinkling	1,311.6	M-Gal.	2.00	1.85	2,421.82	2,623.20
Asphaltic Concrete Mix	11,680.59	Ton	3.80	3.68	43,033.70	44,386.24
85-100 Asphalt in Mix	762.8	Ton	32.00	28.69	21,885.22	24,409.60
Extra for Asph. Conc. Approaches	74	Each	20.00	17.31	1,281.21	1,480.00
Preparation of Base	4.01	Mile	150.00	144.04	577.59	601.50

Final Cost Analysis - Contract No. 5280
Hillsboro-Campbell Bridge

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Furnish & Place Aggregate	1,206.43	Ton	3.50	3.49	4,205.25	4,222.51
120-150 Asphalt	66.24	Ton	37.00	32.00	2,119.51	2,450.88
RS-1 Asphalt	26.99	Ton	45.00	36.85	994.62	1,214.55
Structure						
Furnish Treated Tbr. Piling	2,755	Lin. Ft.	2.00	1.00	2,755.00	5,510.00
Drive Timber Piles	58	Each	70.00	40.00	2,320.00	4,060.00
Class "A" Concrete	171	Cu. Yd.	80.00	55.00	9,405.00	13,680.00
Metal Reinforcement	50,000	Lb.	0.17	0.13	6,500.00	8,500.00
Treated Timber in Place	3.31	M-FBM	350.00	350.00	1,158.50	1,158.50
8" Metal Drain Pipe	60.5	Lin. Ft.	6.00	3.00	181.50	363.00
PA#1 Borrow Mat'l in Base	811	Cu. Yd.	1.00	0.87	707.77	811.00
PA#2 Clearing & Grubbing	1.5	Acre	800.00		1,200.00	1,200.00
PA#2 Excavation	10,080	Cu. Yd.	0.435	0.435	4,384.80	4,384.80
Force Account					10,812.46	11,386.23
					$293,710.82	$315,557.72

	Gross Revenue	Total Cost	Profit	% Profit
Warren Northwest Co.	211,449.01	189,602.11	21,846.90	10.3%
Q. L. Rufener	81,788.71	81,788.71	- -	-
John L. Jersey	22,320.00	22,320.00	- -	-
	315,557/72	293,710.82	21,846.90	6.9%

Net Profit equals 6.9% of Gross Revenue

DETAIL OF COST - Contract No. 5280

Labor:			
Labor		$ 34,449.64	
Labor Insurance		2,976.45	
Health & Welfare and Pension		1,033.49	$ 38,459.58
Materials:			
85-100 Asphalt	762.8 Ton @ $26.00	$ 19,832.80	
120-150 Asphalt	66.24 Ton @ $26.00	1,722.24	
RS-1 Asphalt	26.99 Ton @ $27.80	750.32	
Freight on Asphalt	856.03 Ton @ $1.10	941.63	23,246.99
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		$ 11,690.69	
Equipment Rental, Hired fully operated		25,926.51	
Gas, Oil and Grease		4,444.66	
Bond		1,859.84	
P.U.C.		87.50	
P.L. and P.D. Insurance		430.62	
Small Tools and Misc. Supplies		1,565.80	
Greight and Cartage		2,809.00	
Amount Paid Q.L. Rufener for Items 1 - 14 Incl. & PA#2		81,788.71	
Amount Paid John L. Jersey for Structure		22,320.00	
Amount Paid J.C. Denton for Guard Rail and Sight Posts		2,140.00	
Heating Oil		2,644.96	
Rock purchased from commercial source		70,186.80	
Home Office and General Overhead		4,109.16	232,004.25
	TOTAL COST		$ 293,710.82

Remarks - Contract No. 5280

This was a "Federal Aid Secondary Project" calling for structure, grading and paving of 4.01 miles of highway roadbed on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway in Washington County.

The contract was bid June 17, 1958, awarded August 1, 1958. Work started June 30, 1958 and the project was completed August 4, 1959.

The prime contractor subcontracted items 1 - 14 to Q. L. Rufener Inc., at the bid prices. Work started on the clearing and excavation on June 30, 1958 with one D-8 cat and dozer, one 3/4-cubic yard shovel with dragline attachment, and a crew of five men. Operations ceased July 11, 1958 due to the strike but were resumed August 14th with more equipment, including two D-8 cats and scrapers, three S-12 Euclid scrapers, three S-18 Euclid scrapers hired, one TD-24 push cat and one cat #12 blade. Fair progress was made on the excavation. Additional revenue was received on 1200 ft. of channel change, Station 69+50 - 81+50 which did not appear on the plans, and which required dragline shovel excavation and truck haul on the material adding additional costs.

The guard rail and sight posts were installed by J. C. Denton & Son at below bid price. Good progress was made on these items.

The contractor purchased the crushed material from a commercial crushing plant, hauled with hired trains and trucks, and processed with the contractor's equipment. Good progress was made on the rock items.

The structure was subcontracted to John L. Jersey, Inc., at below bid prices, realizing a good profit for the contractor. Good progress was made on the structure.

The contractor moved in and set up his portable paving plant at the commercial rock source and started producing the Class "B" asphaltic concrete November 3, 1958. He closed down the plant at the end of the week for the rest of the winter.

Paving was resumed June 9, 1959 and was completed June 23, 1959. The shoulder oiling followed the paving and was completed in approximately one week.

The contractor had good bid prices, good equipment, and good supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
APR 11 1960
FOR FILING

A

April 8, 1960

Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

Gentlemen:

You are hereby notified that a post-final payment will be made to Warren Northwest, Inc., on contract #5280 for structure-grading-paving on the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Secondary Highway in Washington County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $315,557.72, including the post-final payment of $5,584.80. Of the total, $11,386.23 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Federal Insurance Co.,
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

RECEIVED
MAR 14 1960
FOR FILING

A 65(5)

5280

Salem, Oregon
March 14, 1960

Increase in Project Auth.
Hillsboro-Campbell Bridge Sec.
Contract No. 5280
Washington County

Mr. James W. Cochell
Resident Highway Engineer
P. O. Box 154
Hillsboro, Oregon

This is to advise you that at its meeting of March 10, 1960, the State Highway Commission approved an increase of $23,819.29 in the project authorization on the above project.

The new authorization is $346,963.73.

K. L. Porter
Office Engineer

DBP:jb

cc: A. E. Johnson
Tom Edwards

RECEIVED
FEB 23 1960
FOR FILING
165(5)
5-80

February 23, 1960

Oregon State Highway Commission

Gentlemen:

It has become apparent that the Hillsboro-Campbell Bridge Section of the Hillsboro-Silverton Highway, Contract No. 5280, will overrun the project authorization. It is, therefore, requested that the project authorization be increased $23,819.29 from $323,144.44 to $346,693.73. This represents an increase of 7.4 per cent.

A portion of the overrun was occasioned by a right-of-way settlement requiring the construction of two large drain ditches. This settlement was reached after the contract was awarded and resulted in an additional cost of $7,147.90.

Delays beyond the control of the Department prolonged the construction work into the rainy season, making it necessary to use additional surfacing materials in order to provide an adequate surfacing. The delays were principally inability to award the contract due to right-of-way difficulties and a strike of the operating engineers. This resulted in increased costs as follows:

Additional base material	$ 2,528.90
Additional 3/4"-0 material	4,302.90
Additional asphaltic concrete material	4,106.24
Additional asphalt	3,329.60
	$14,267.64

Additional increases offset by contingencies and savings amounted to an additional overrun of $2,403.75 for the total overrun of $23,819.29.

It is recommended that favorable consideration be given to this request. This matter will be on the agenda for your consideration at the March 10-11 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards
Mr. C. H. Maison
Mr. R. L. Porter

WCW:fp WC:fn ae

RECEIVED
MAR 1960
FOR FILING
5280

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1960

SUBJECT: Hillsboro-Campbell Bridge Section
Hillsboro-Silverton Highway
Contract No. 5280

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Here is "Report on Expected Overrun of Project Authorization" for this section requesting an increase in the project authorization of $23,819.29 from $323,144.44 to $346,693.73. This requested increase represents an overrun of 7.4 per cent. Below are listed explanations covering the items leading to this overrun:

1. Item No. 6, Long Overhaul, has overrun a total amount of $6,242.86. This overrun is entirely due to a right of way obligation requiring the State to construct drainage ditches involving some 10,000 cubic yards of material. It was necessary to haul this material a long distance in order to incorporate it into the roadbed. Said material was also used to reduce the amount of material used under Item 3, Special Borrow. See No. 4 below.

2. Item No. 17, Coarse Crushed Material in Base, has overrun a total amount of $2,528.90. This overrun resulted from necessary increases in the base depth at locations where soft subgrade was encountered.

3. Item No. 18, 3/4"-0 Material in Base, has overrun a total amount of $4,302.90. The majority of this overrun resulted from necessary winter maintenance wherein it was required that the road be kept open and in passable condition throughout the winter.

4. Item No. 20, Asphaltic Concrete Mixture, resulted in an overrun of $4,106.24. Additional asphaltic concrete was placed on the wearing surface over the northerly two miles of this project to strengthen a section over which several areas suffered base failure. Much of the base material placed was placed in extremely poor weather resulting in some contamination of this already borderline base material. The decision to place additional asphaltic concrete resulted in a good finished product without any further failure.

5. Item No. 21, 85-100 Asphalt in Mixture, overran the total amount of $3,329.60. This overrun resulted from the same reasons given in No. 4 above.

6. Minor items overran a total of $5,806.39.

7. Extra work items resulted in a net overrun of $8,638.14.

8. Price Agreement No. 2 for additional clearing and extra compensation for excavation in settlement of a final claim increases the cost of this project an additional $5,584.80. This Price Agreement was calculated from extra costs to the contractor above bid price (plus 15 per cent) and was based on the fact that the excavation involved was of a materially different character than the normal general excavation. The excavation was ditch excavation and had to be accomplished through the use of dragline and trucks. It was an item added after the contract was awarded as the result of a right of way obligation. The additional excavation cost amounted to 10,080 cubic yards at 43½ cents for a total of $4,376.70. The additional clearing for the excavation amounted to 1½ acres at a cost of $800 per acre.

Said 10,080 cubic yards added to the job was used to offset about 10,151 cubic yards of special borrow material. The contractor bid upon 14,200 cubic yards of borrow material at $1.00 per cubic yard. He was required to supply only 4,049.3 cubic yards.

The total cost of the ditch constructed under the right of way obligation was therefore as follows:

Bid price for excavation	10,080 at $ 0.30	$ 3,024.00
Extra allowed contractor	10,080 at $ 0.43½	4,376.70
Extra clearing allowed	1½ acres at $800.00	1,200.00
Haul on extra material	10,080 at $ 0.40	8,467.20
		$17,067.90
Reduction of special borrow	10,080 at $ 1.00	- 10,080.00
Additional cost to job due to ditches		$ 7,147.90

9. Engineering authorization overran $3,510.94.

10. Special Borrow Excavation has underrun $10,150.70 and other items underran an additional $5,230.00.

Listed below is the arithmetic supporting the request:

Long Overhaul	+ $ 6,246.86
Coarse Crushed Material	+ 2,528.90
3/4"-0 Material	+ 4,302.90
Asphaltic Concrete Mixture	+ 4,106.24
85-100 Asphalt	+ 3,929.60
Minor items	+ 5,806.39
Extra Work Order No. 1 Flagging	+ 1,901.92
Extra Work Order No. 3 Drainage revision	+ 1,475.53
Extra Work Order No. 4 Slide Removal	+ 4,691.30
State Force Order Maintain road	+ 725.48
Engineering overrun	+ 3,510.94

Price Agreement No. 2 Additional clearing and excavation	+ $ 5,584.80
Special Borrow Excavation	- 10,150.70
3/4"-0 in Binder	- 1,950.00
RC-3 Asphalt	- 3,280.00
Minor work order items	- 156.09
Subtotal	+ $29,274.07
Approved work orders	+ 8,471.00
Authorized contingencies and anticipated items	- 13,925.78
Requested additional funds	$23,819.29

The overrun basically results from the following general reasons:

1. Right of way obligations incurred after the job was awarded.

2. Delay of award of contract due to lack of right of way which forced work to be done in bad weather.

3. Equipment operators strike which also forced work to be done in bad weather.

The last two general reasons resulted in the increased surfacing and paving quantities.

Enclosed find a rough draft of a letter to the Commission requesting approval of this increase in authorization.

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

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STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract #5225 Ends with: Contract #5280

FLASH CARDS: Begin Each Contract

Remarks: #5225 is continued from reel 89
#5280 is continued on reel 91

Reel No. 90 Reduction Ratio 21:1 Project No. _____

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 12 day of March, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm